APPENDIX E
THE JOHNS BUNK

The iron-and-wood bedstead patented by W. B. Johns in 1858 became, that same year, the first manufactured bedstead approved for general army use. However, only somewhat more than 5,000 were purchased before the Civil War, all apparently used in the forts around New York City. An unknown additional number with unidentified technical modifications saw service in California before the war, and others may have been shipped to Forts Riley and Leavenworth, Kansas. The design was simple, being nothing more than three boards held together by long bolts at each end. But perhaps for that reason it was doomed to failure; all had been junked by the end of the war. However, it is apparent that the essential idea of a wood-and-iron trestle bed left a lasting impression on army minds; and one detail of Johns' invention--the Y-shaped feet--reappeared in later army bunks.

The drawings reproduced in this appendix (all except the patent drawing from QMConFile--Bunks, RG92) are the only contemporary descriptions of any substance. They are, in order, as follows:

1858, original drawing accompanying the patent application

1858, printed patent drawing (from Records of the Patent Office, RG241, lodged in the Center for Cartographic and Architectural Archives, NA)

1858, ink-on-linen drawing prepared at the request of the Quartermster Department, used in the examination and approval of the bunk for army use.

(Note, in the 1858 approval drawing, the reversal of the foot-trestle pieces as compared with the patent drawings.)

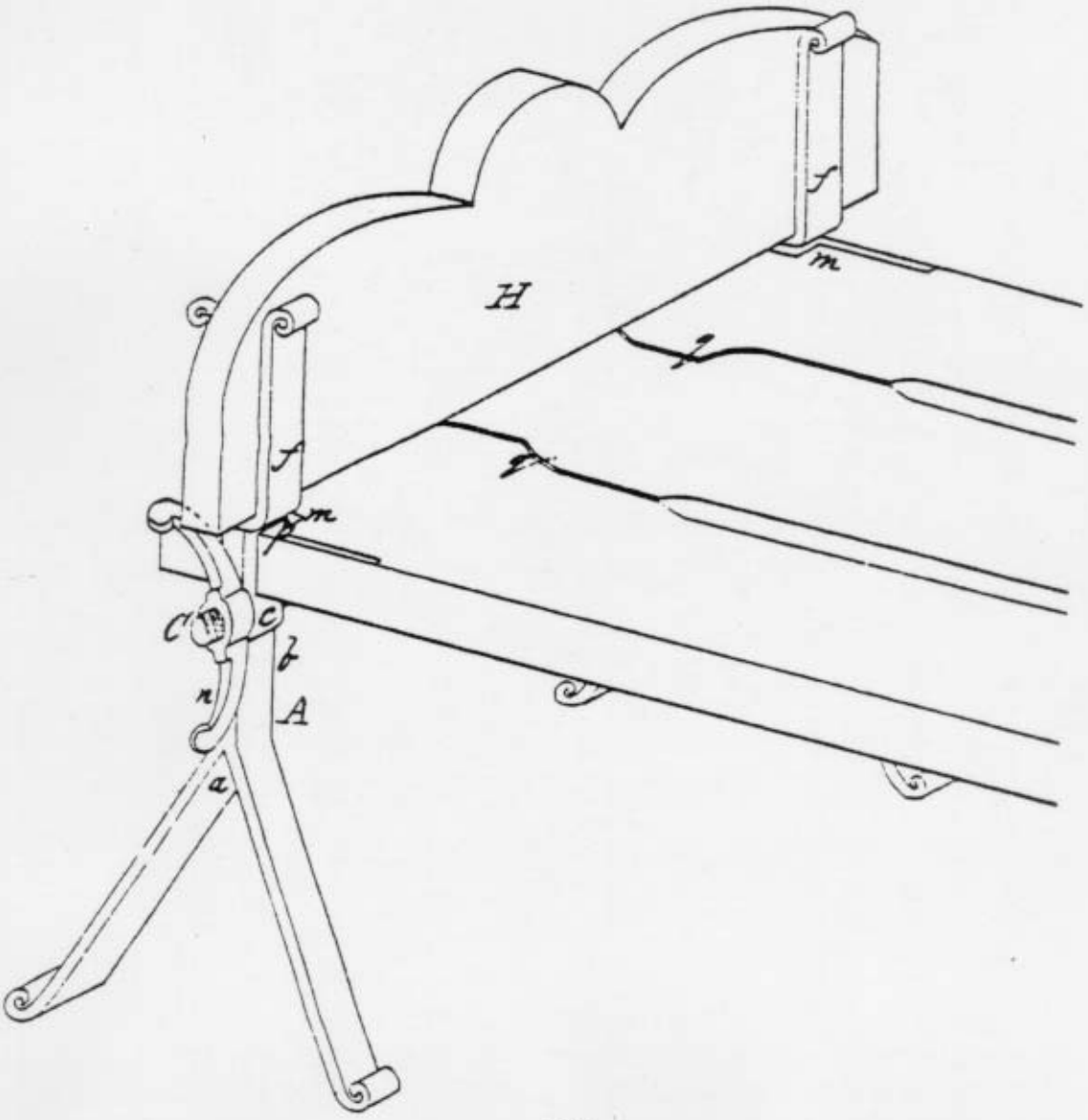
1858, Patent Sketch--Head End

No 20.435

W. B. Johns'

Impt in

Patents



1858, Patent Sketch--Foot End

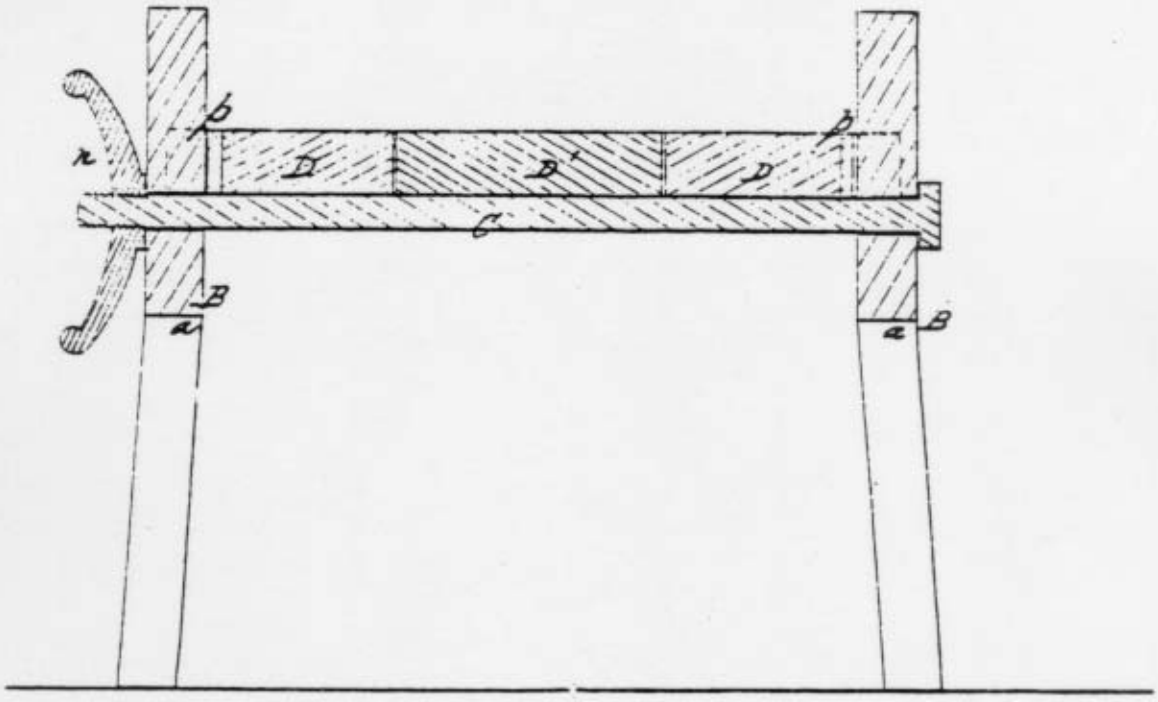
Bedsteads.

No. June 1. 1858.

Fig. 1.

1858, Patent Sketch--Figure 2

Fig. 2.



No. 20,435

W. B. Johns' Impt in Bedsteads.

Patented June 1, 1858.

Fig. 1

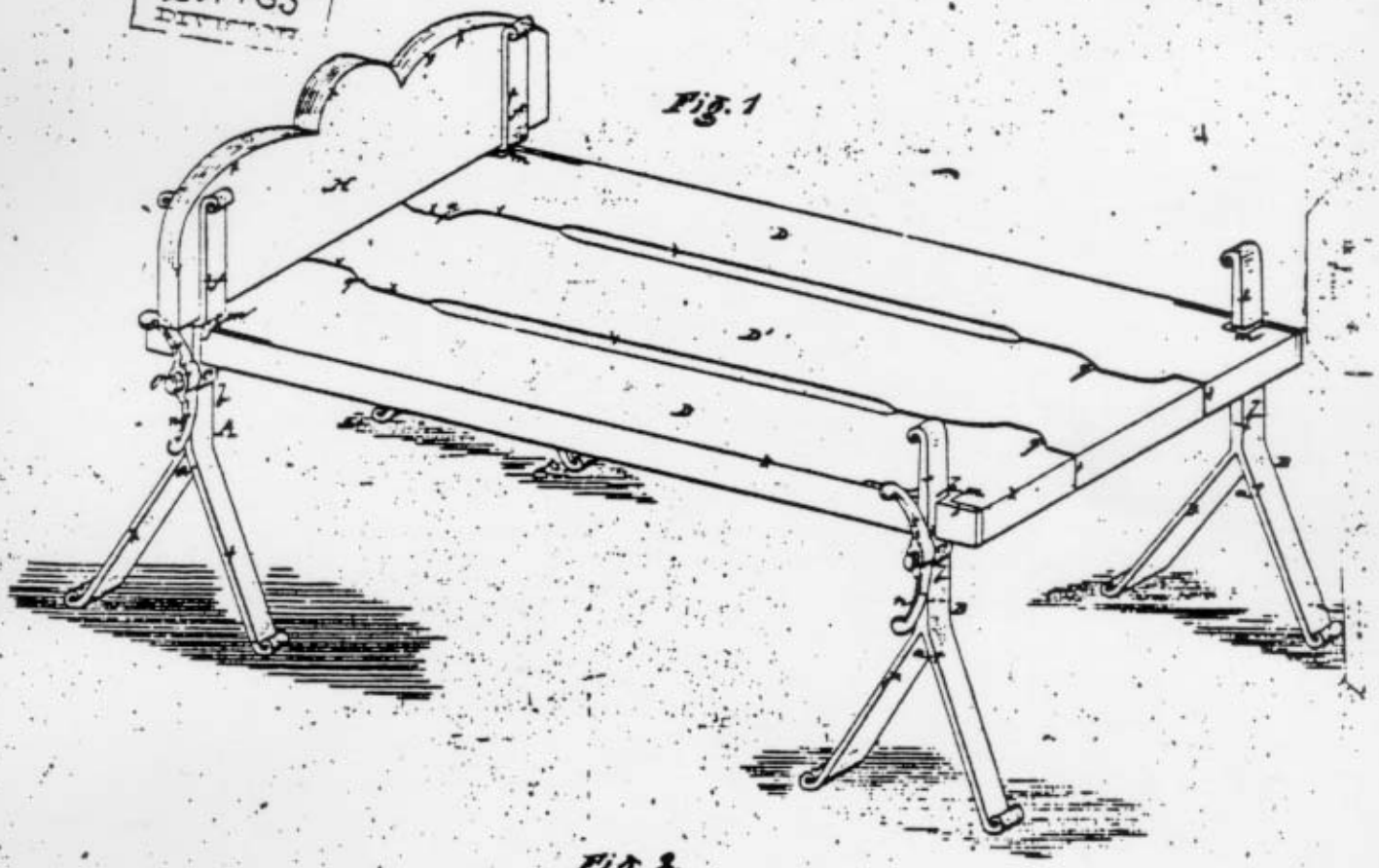
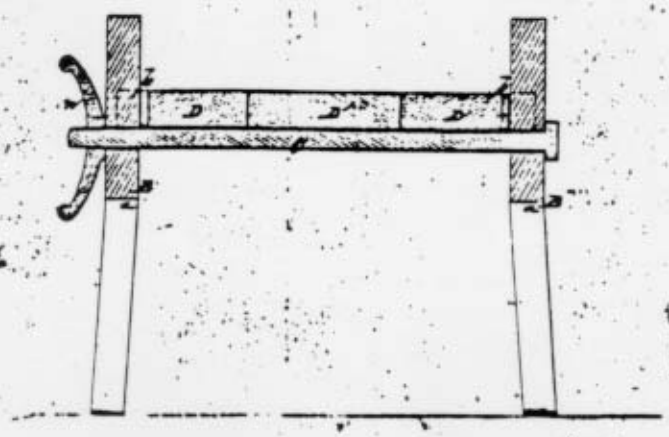
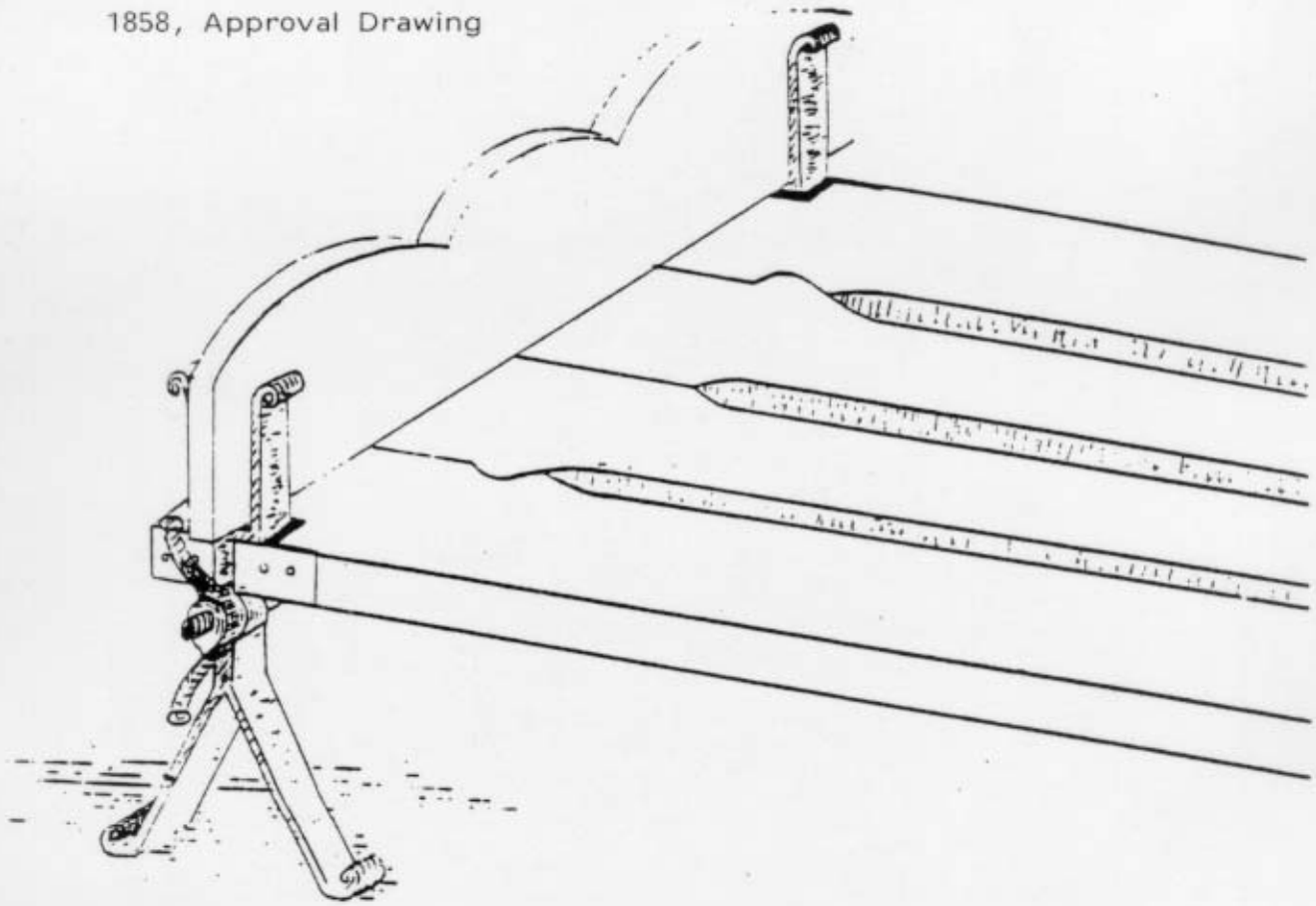
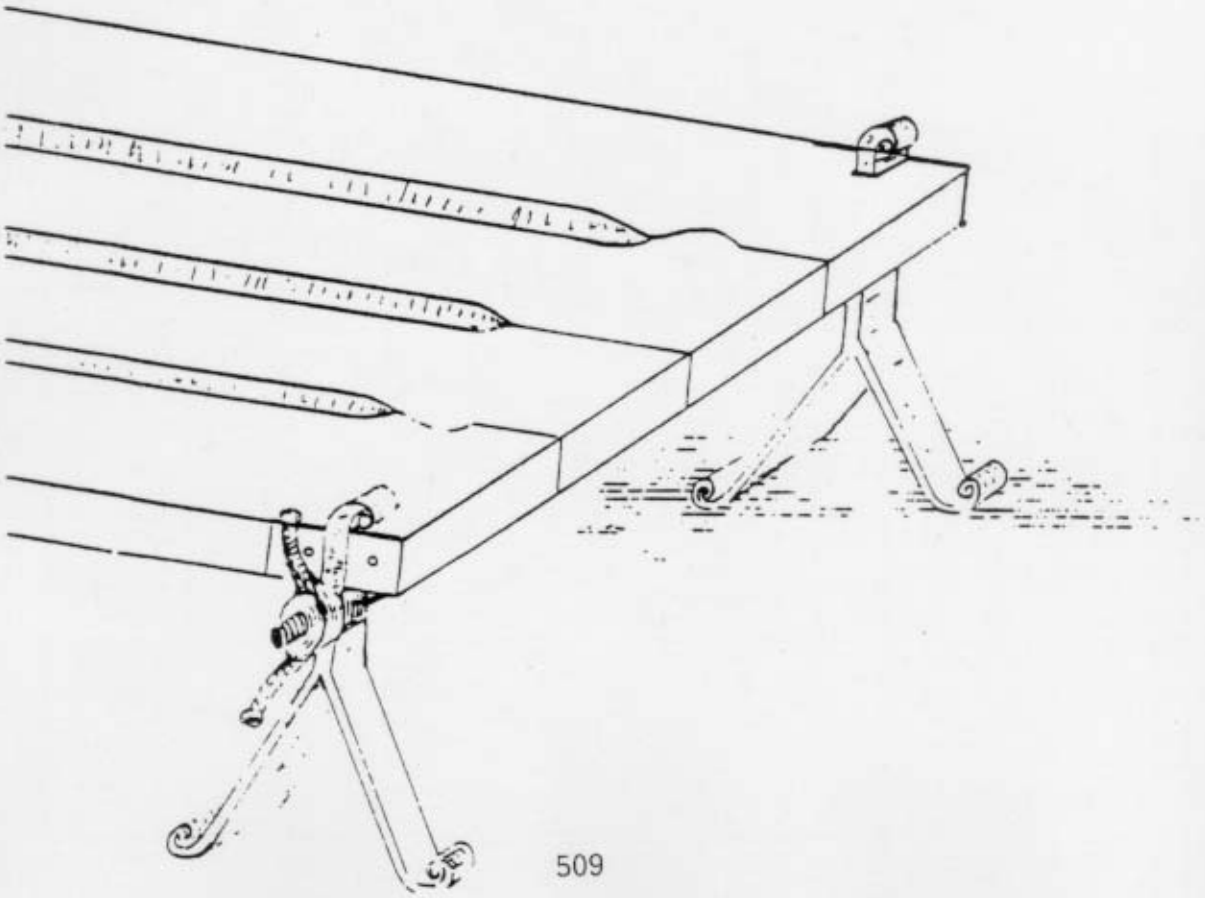


Fig. 2.



1858, Approval Drawing





APPENDIX F
THE BARRACK BUNK

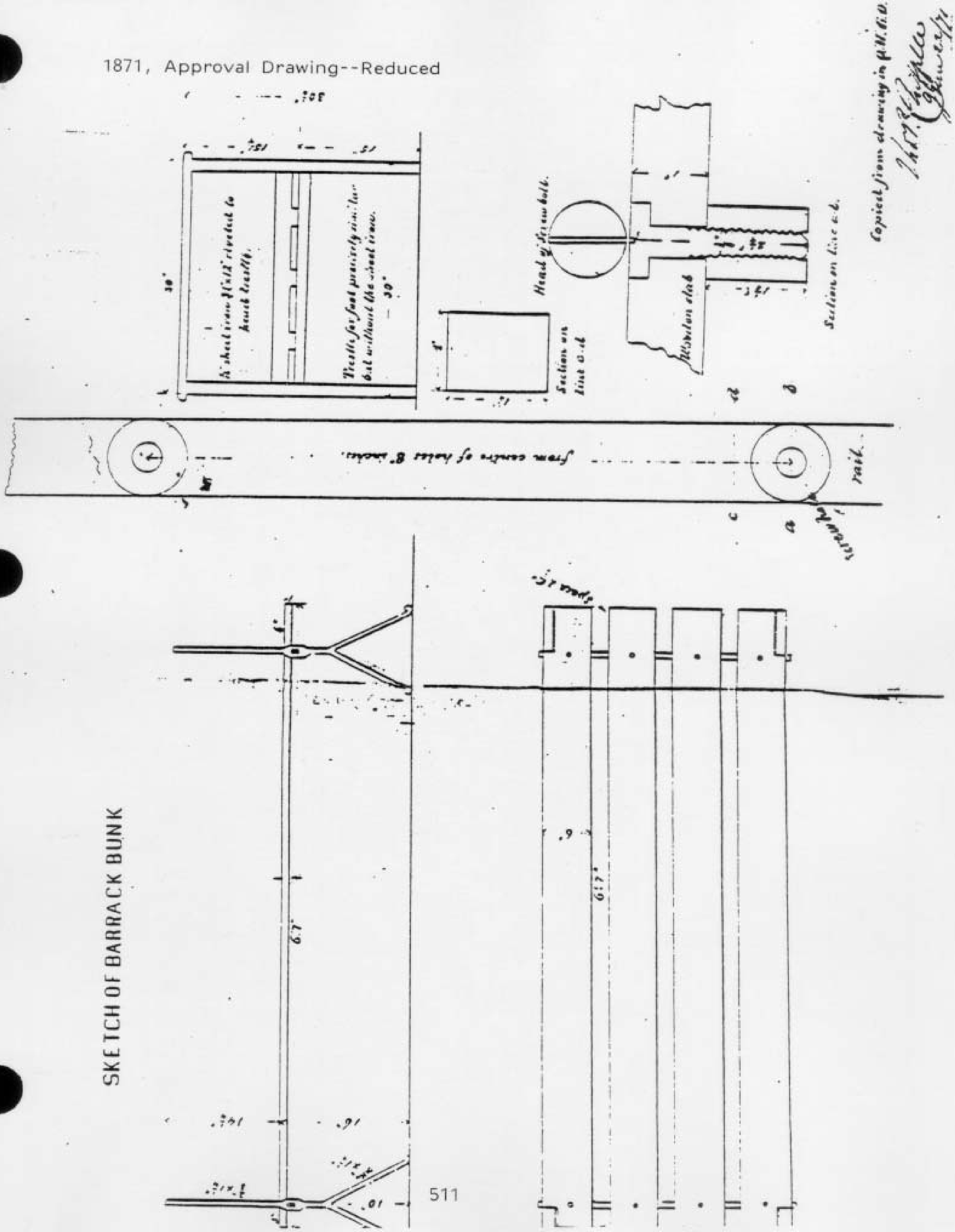
The Barrack bunk was designed by Quartermaster General Meigs late in 1869; it combined features of several commercial models that had been offered to the Army. After a prototype was produced, and following some tinkering and testing, the bunk assumed its final form sometime in 1870 and went into production (probably under contract by Snead and Company of Louisville). Substantial numbers were distributed in fiscal 1871, including 4,000 sent to posts in Texas at Meigs' instructions. In June 1871 Meigs ordered a finished drawing produced and, together with the design of the Composite bunk, submitted it to the secretary of war for approval for general adoption throughout the Army. In September, after the secretary had approved, the Quartermaster Department advertised for bids to produce either the Barrack or the Composite bunk. A contract for over 4,000 of the Barrack model went to Snead in November 1871. Although no more were purchased after fiscal 1872, well over a third of all metal bunks in service in the Army in the 1870s were of the Barrack model. it had a design defect, however, and bolts were substituted for the screws securing the wood slats.

The drawings reproduced in this appendix (all from QMConFile--Bunks, RG92) document the form of the Barrack bunk in detail. They are, in order as follows:

1871, "Sketch of Barrack Bunk," submitted for the secretary's approval.

1871, drawing distributed to interested bidders and used as the contract specification in 1871 (despite the fact that it is labeled "1870," this drawing actually was printed and distributed in 1871). The last sheet is the endorsement on the file copy of the contract drawing, documenting the change from screws to bolts in 1872.

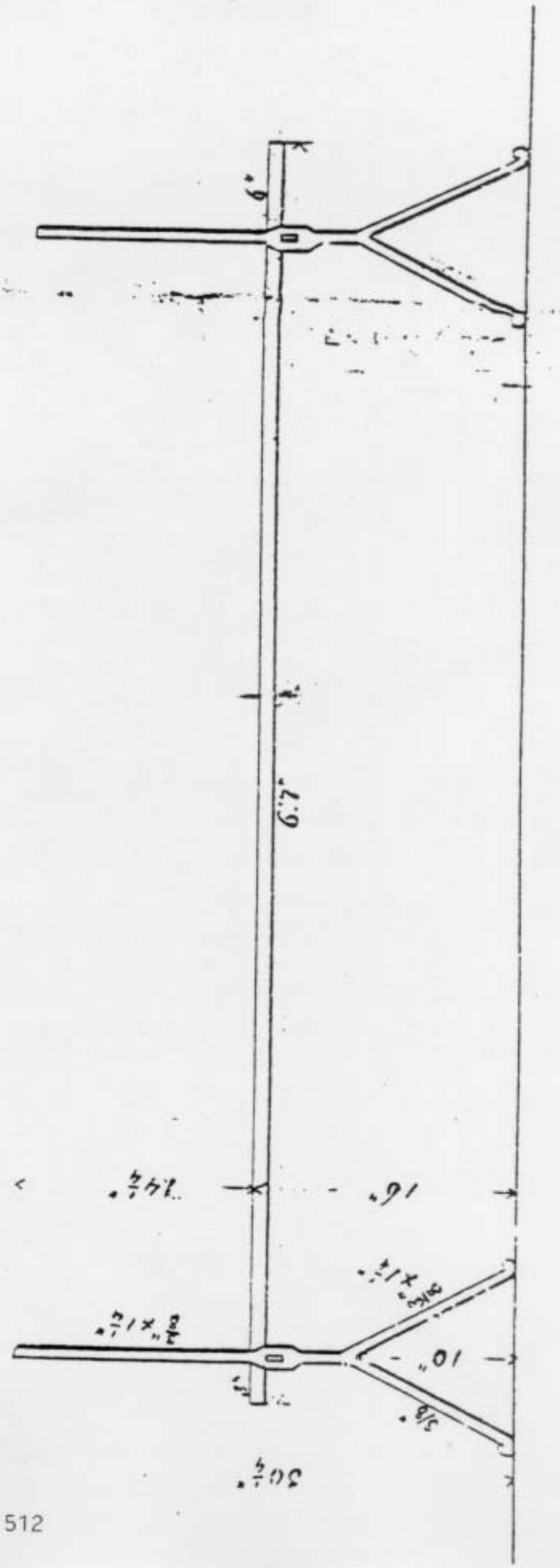
1871, Approval Drawing--Reduced



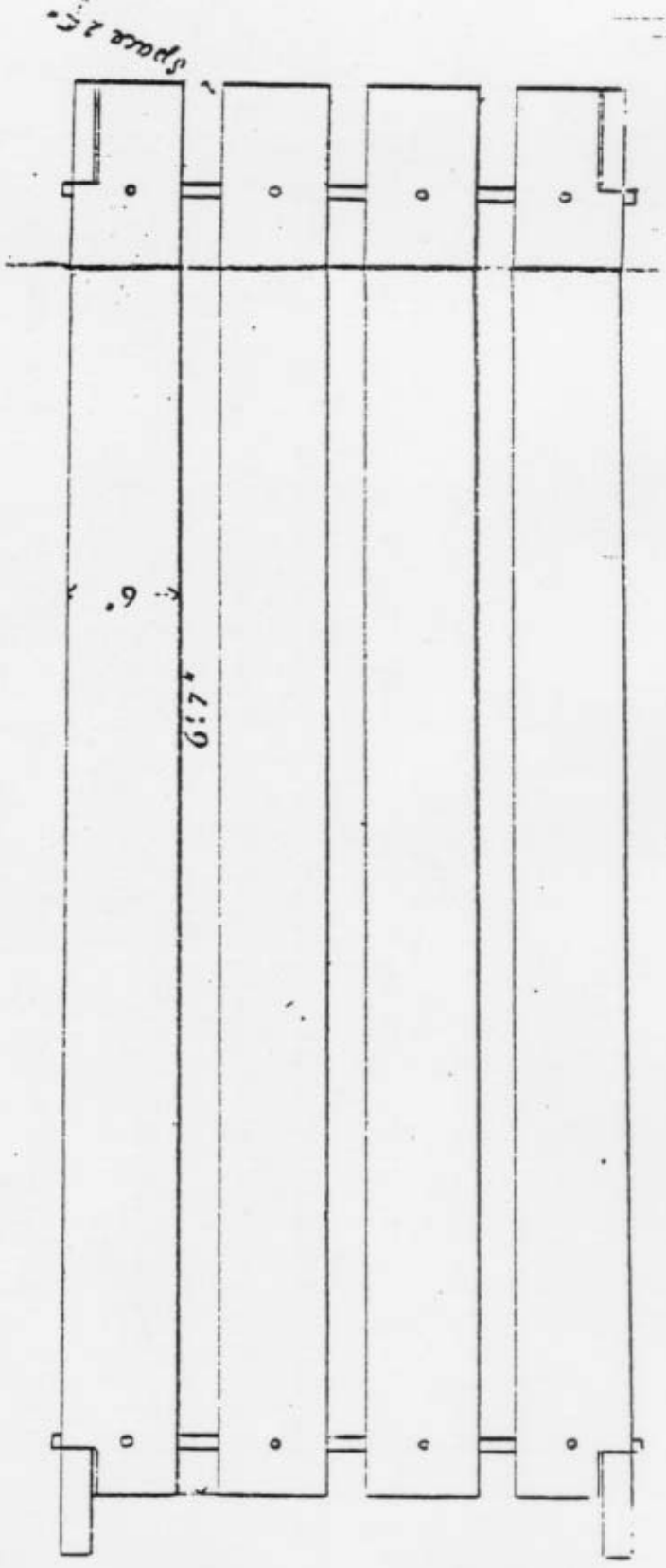
SKETCH OF BARRACK BUNK

1871, Approval Drawing

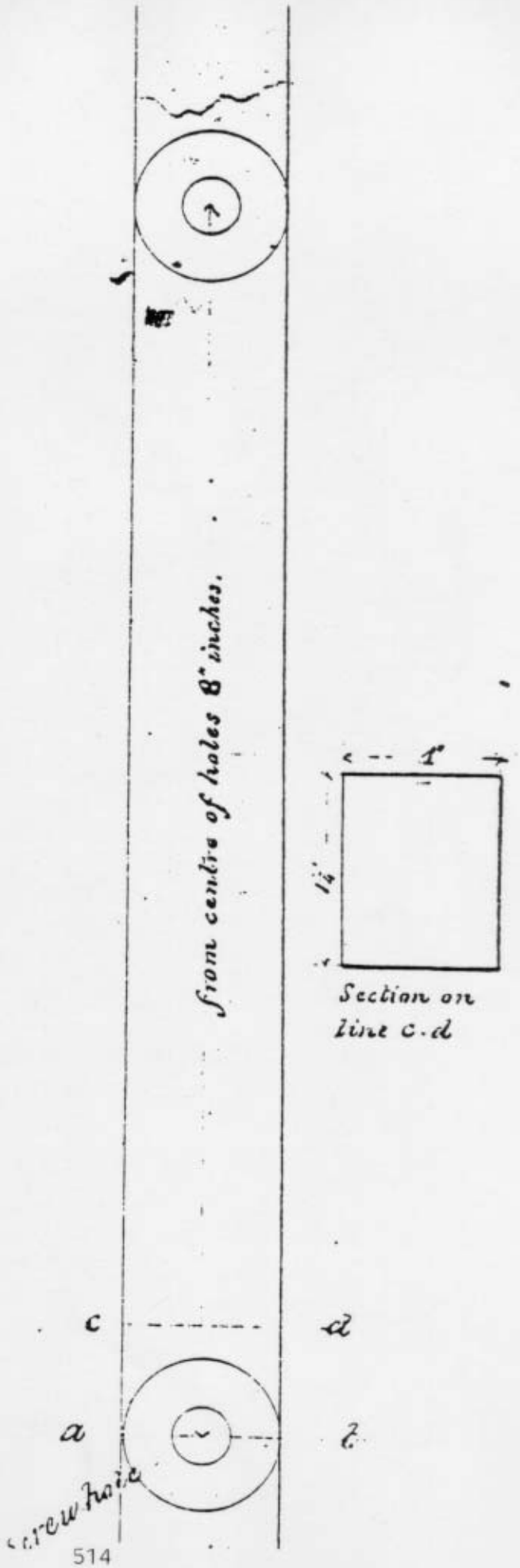
SKETCH OF BARRACK BUNK

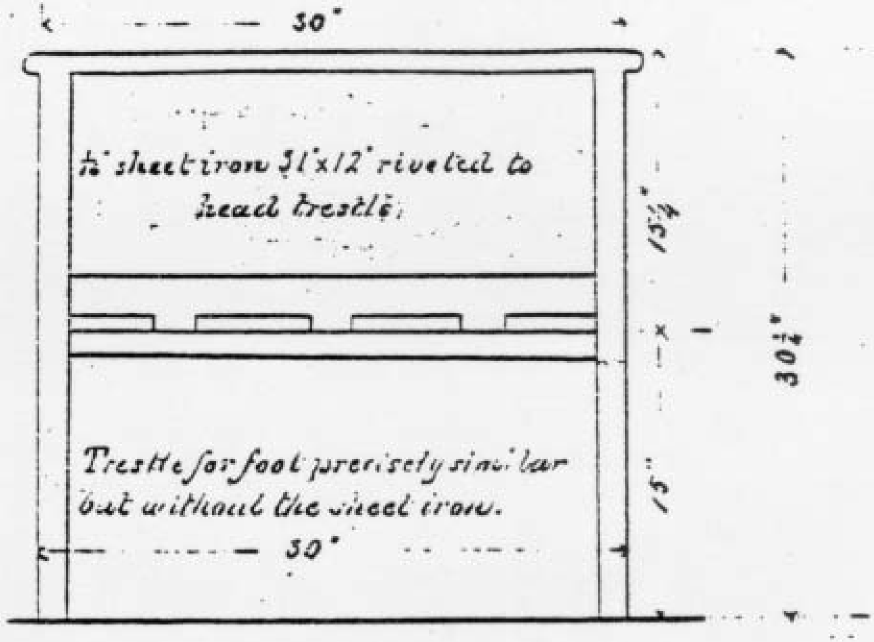


1871, Approval Drawing

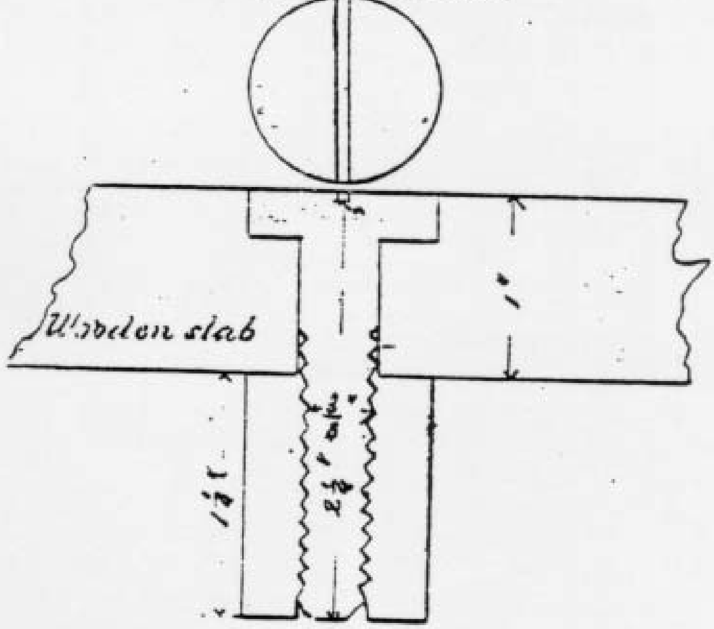


1871, Approval Drawing





Head of Screw bolt.

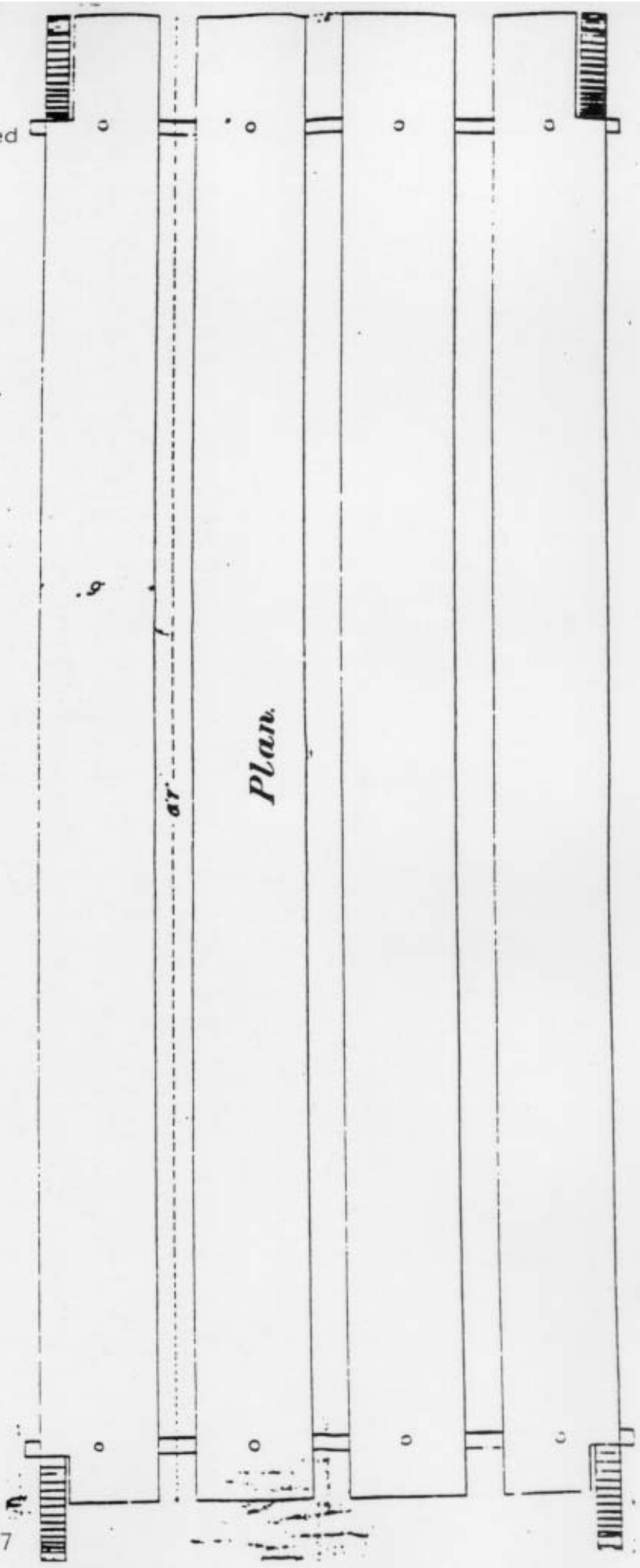


Section on line a-b.

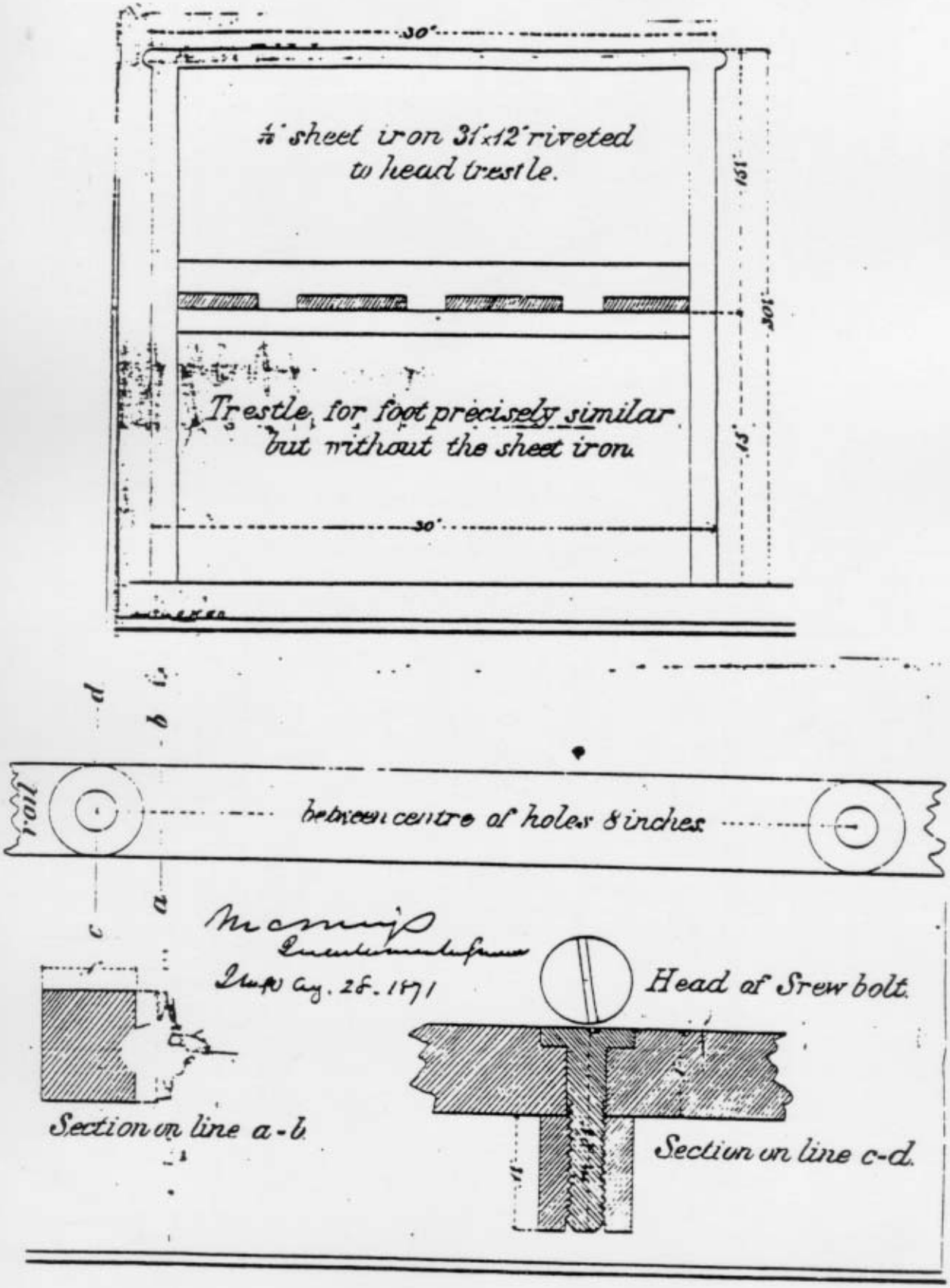
Copied from drawing in Q.M.G.O. by
[illegible]
June 22/71

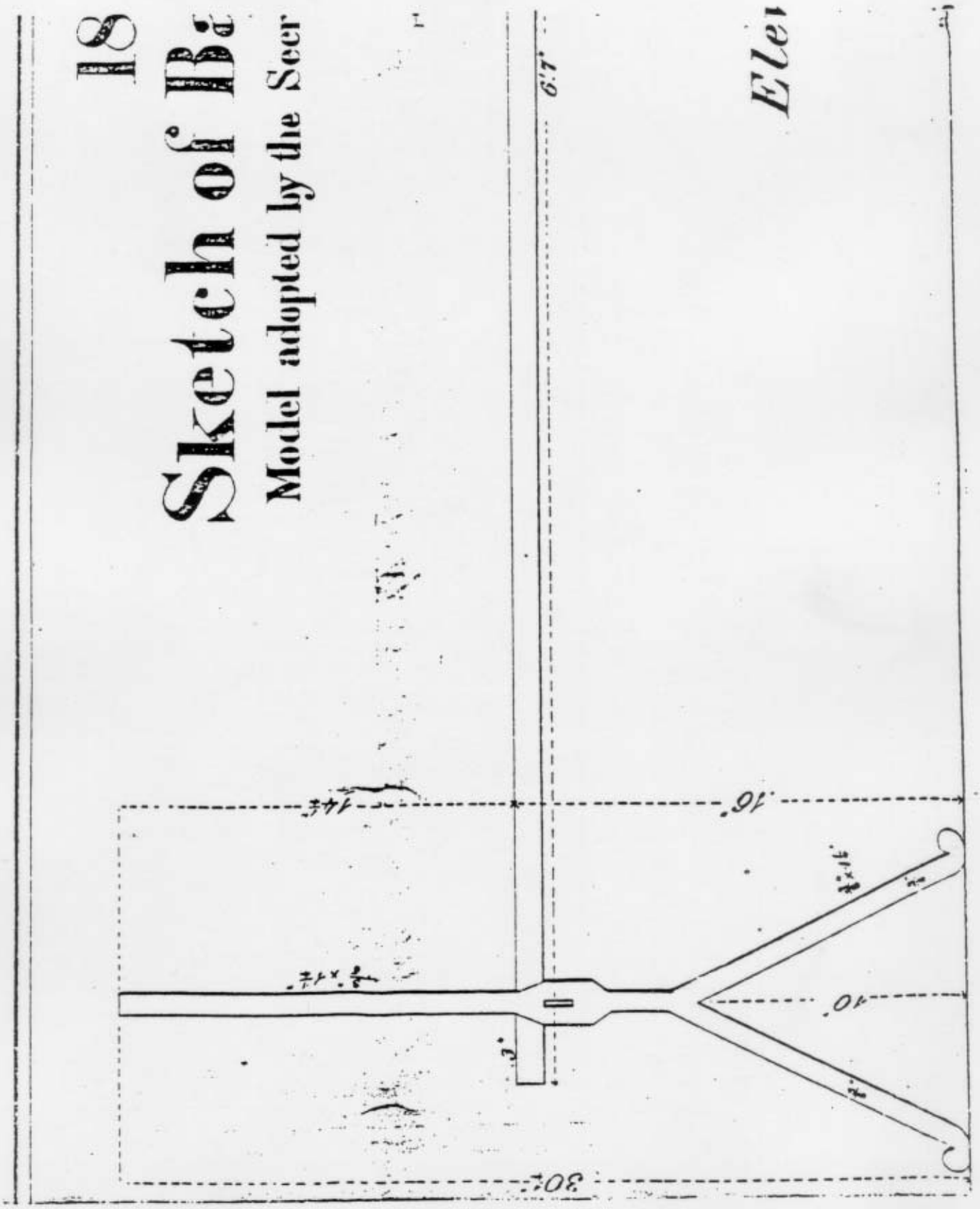
1871, Contract Drawing--Reduced

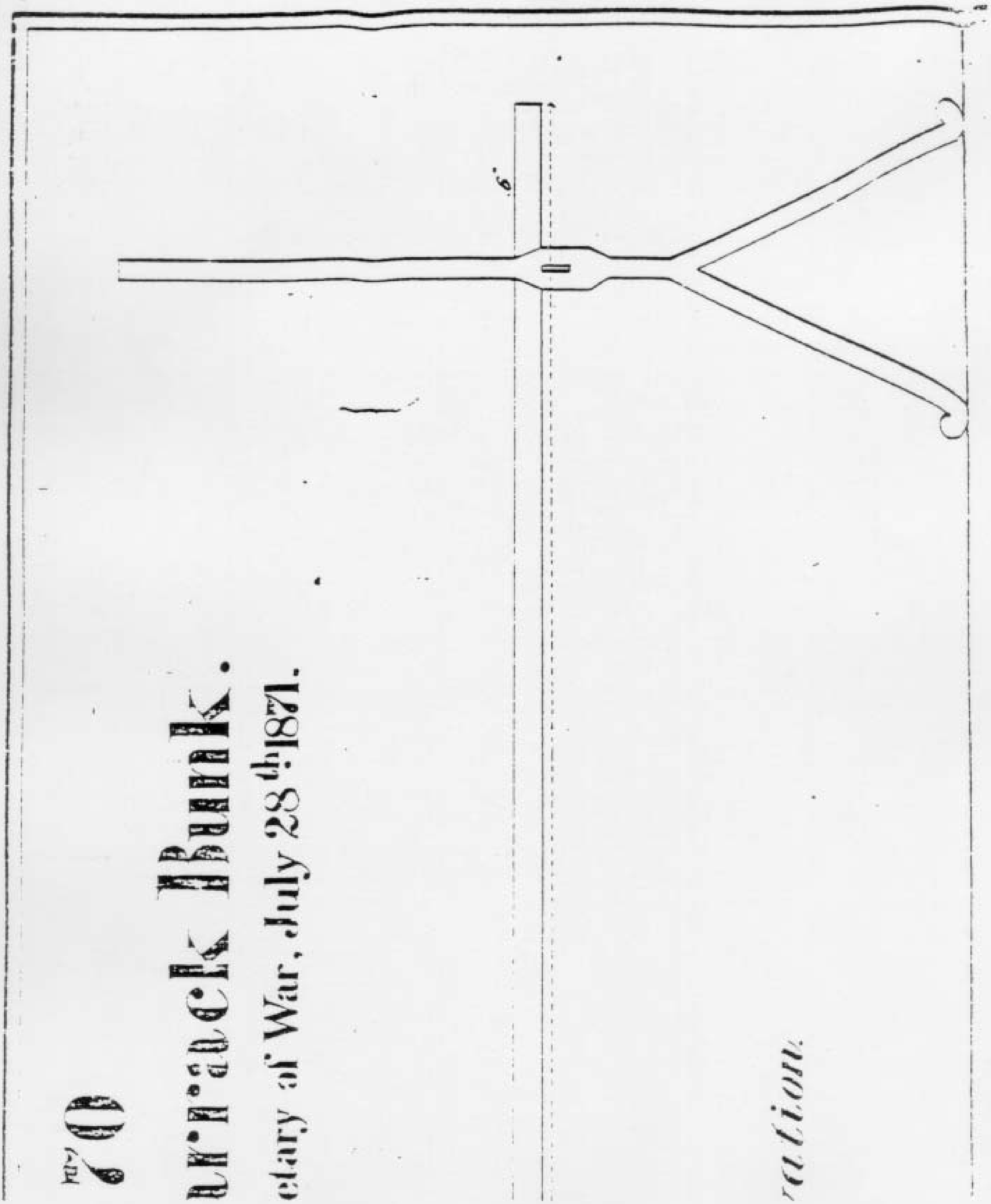
1871, Contract Drawing--Reduced



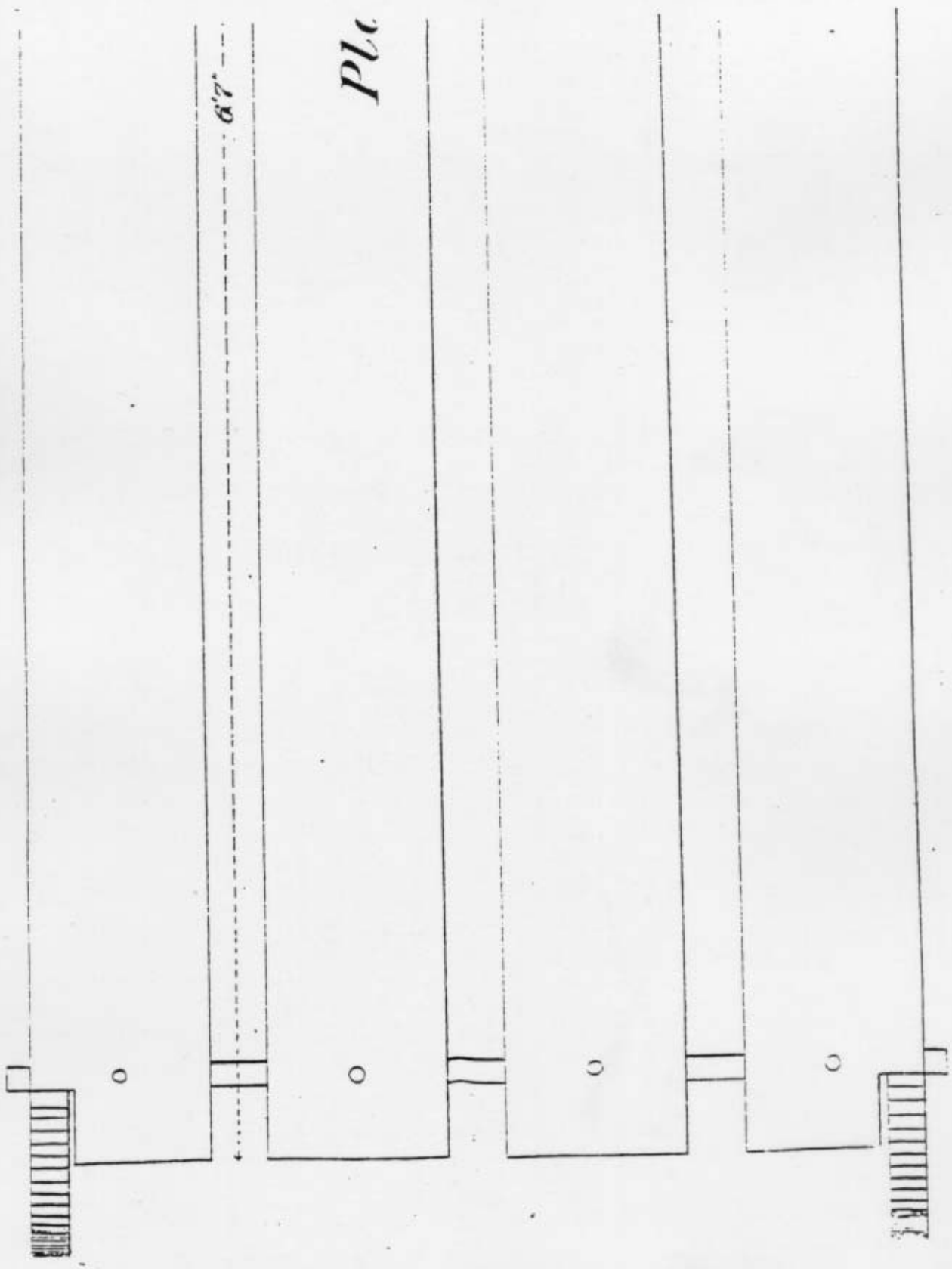
1871, Contract Drawing--Reduced



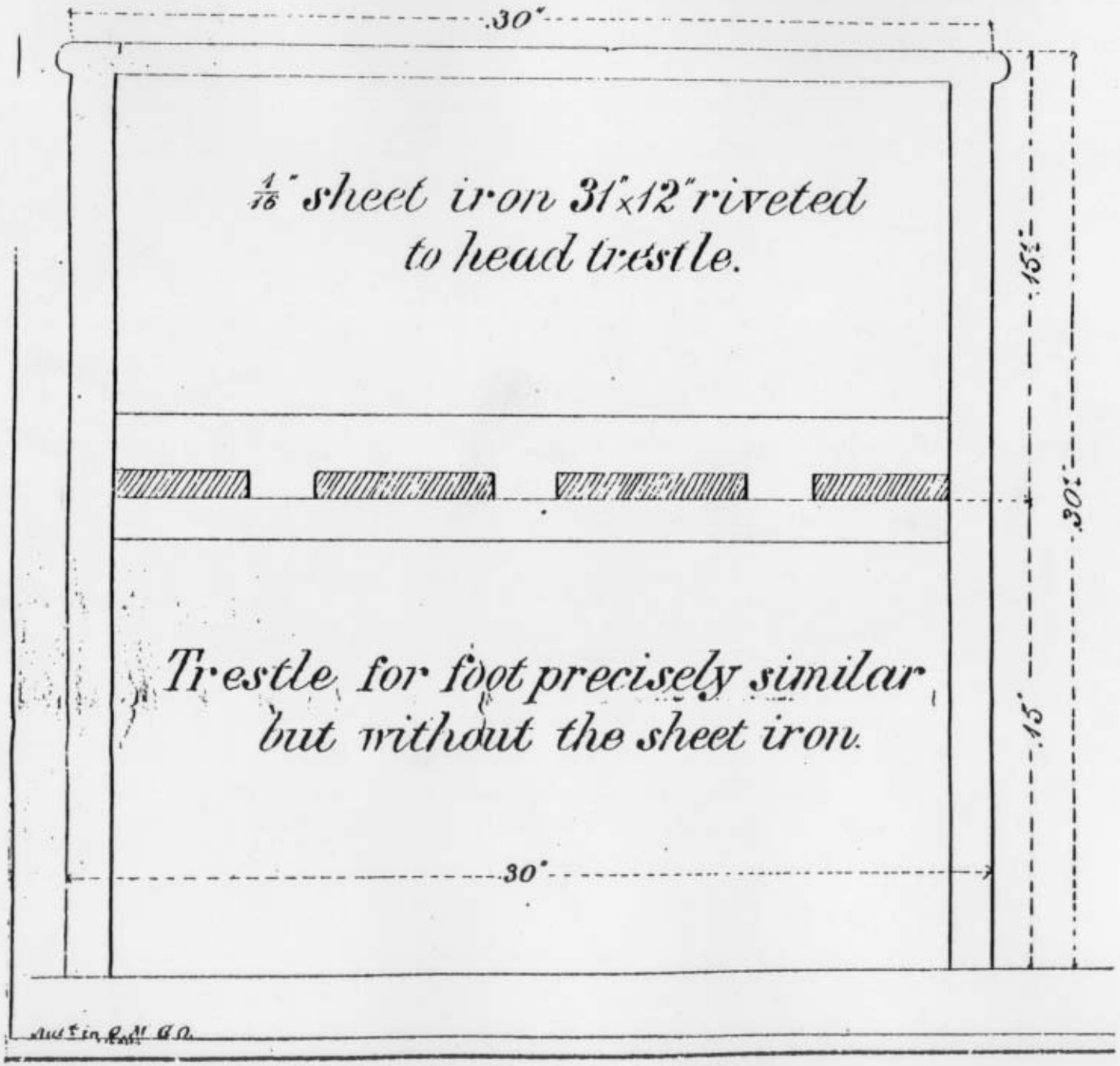

18
Sketch of Bé
Model adopted by the Secr
Elev
6'7"
10'
10'
30'


Bunk.
etary of War, July 28th 1871.
ation

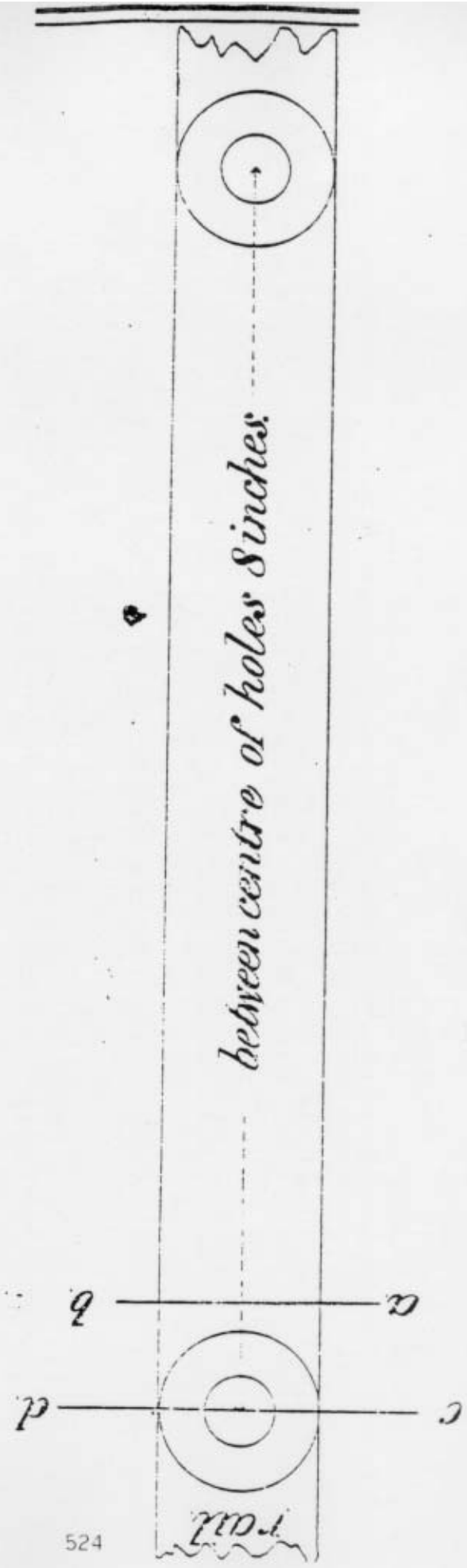
1871, Contract Drawing




2'
9'


30'
1/16" sheet iron 31"x12" riveted to head trestle.
Trestle for foot precisely similar but without the sheet iron.
30'
15½'
30'
15'

1871, Contract Drawing



1871, Contract Drawing

APPENDIX G
THE COMPOSITE BUNKS

The bunks manufactured by the Composite Iron Works Company of New York accounted for the majority of manufactured bedsteads supplied in barracks during the 1870s and 1880s. But the history of its products is confused by the company's design changes and circulation over the years of a number of flyers, each of which appeared to illustrate the one existing model of the Composite army bunk. In the late 1860s the company produced, in single and two-story versions, a bunk with straight gas-pipe legs, braced by iron rods secured in chilled castings. There is no record that the Army bought any of the two-story models, but during fiscal 1871 over 3,000 of the bunks were purchased for various posts. The Composite bunk enjoyed favor in the Army, so in the summer of 1871 it was adopted as an alternate to the Barrack bunk. When supply contracts were solicited in September 1871, separate drawings of both bunks were distributed, and bidders were invited to offer either. The drawing of the Composite bunk, however, showed an error in the length of the legs; that was corrected by published notice.

But the company's contract proposal was not for that bunk, but for a new model. The gas pipe was gone, replaced below the bed with wrought-iron legs evoking the Y-shaped legs of the Barrack (and Johns) bunk--a clear improvement from Meigs' point of view, since the new version was stackable. The upper works were of iron rods, with end braces secured in the middle with a shield bearing the national intitials. In November 1871 the first of several contracts for the new bunk--which the company soon dubbed No. 9--were let. From fiscal 1873 through fiscal 1875, it was the only manufactured bedstead purchased by the Army for barracks use.

Shortly after getting the fiscal 1873 contract, the company tried without success to change the design of the bunk by eliminating corner bracing rods and substituting an additional chill in place of the shield. That was

rejected out of hand by Meigs, but the company nonetheless published a new flyer--for a new bunk labeled No. 10--that asserted falsely that the new design had been adopted by the War Department in 1873. On the contrary, when specifications were finally published for iron bunks in 1876, they were for the original configuration of No. 9 (none were published for the Barrack model, incidentally, so it would seem that further purchases were no longer regarded as even possible for that model).

Purchases of bunks may have ceased, or been only incidental, after fiscal 1876. They probably resumed in fiscal 1880, however, and the evidence is that Composite bunks supplied to barracks thereafter were of the new No. 10 model, despite the fact that it did not conform to the 1876 specifications. The shorter, simpler No. 10 bunks appear in several barracks photographs of the 1880s and 1890s. But there is no reason to believe that any were in place before 1880 or 1881.

The drawings presented in this appendix (all from QMConFile--Bunks, RG92) illustrate the history of the Composite bunks. They include the following in order:

The (presumably) first advertising flyer submitted for the Quartermaster Department's consideration.

A true copy of the foregoing, annotated by the company's president at the department's request, giving technical details on the bunk's construction.

The drawing distributed in September 1871 during solicitation for the fiscal 1872 contracts. Note here the error and correction. Bunks of this pattern were purchased during fiscal 1871, before the major contracts were solicited.

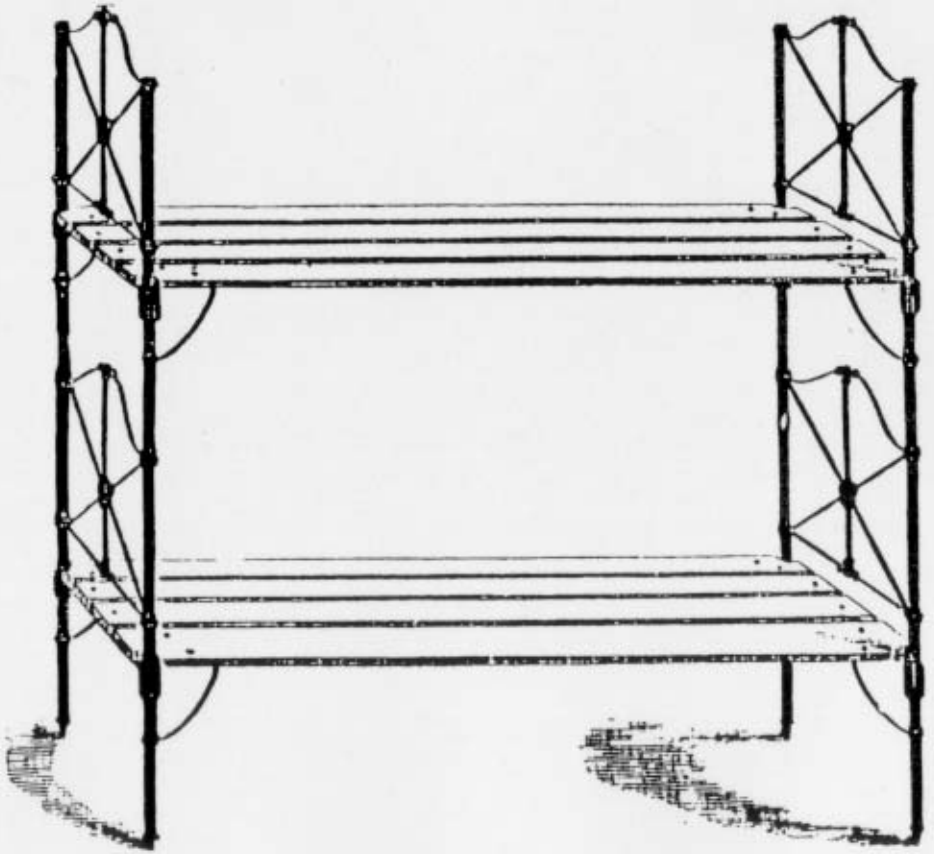
The (presumably) first flyer published by the company for No. 9. This was the bunk model purchased from fiscal 1872 (November 1871) on, and the one covered by the 1876 specification.

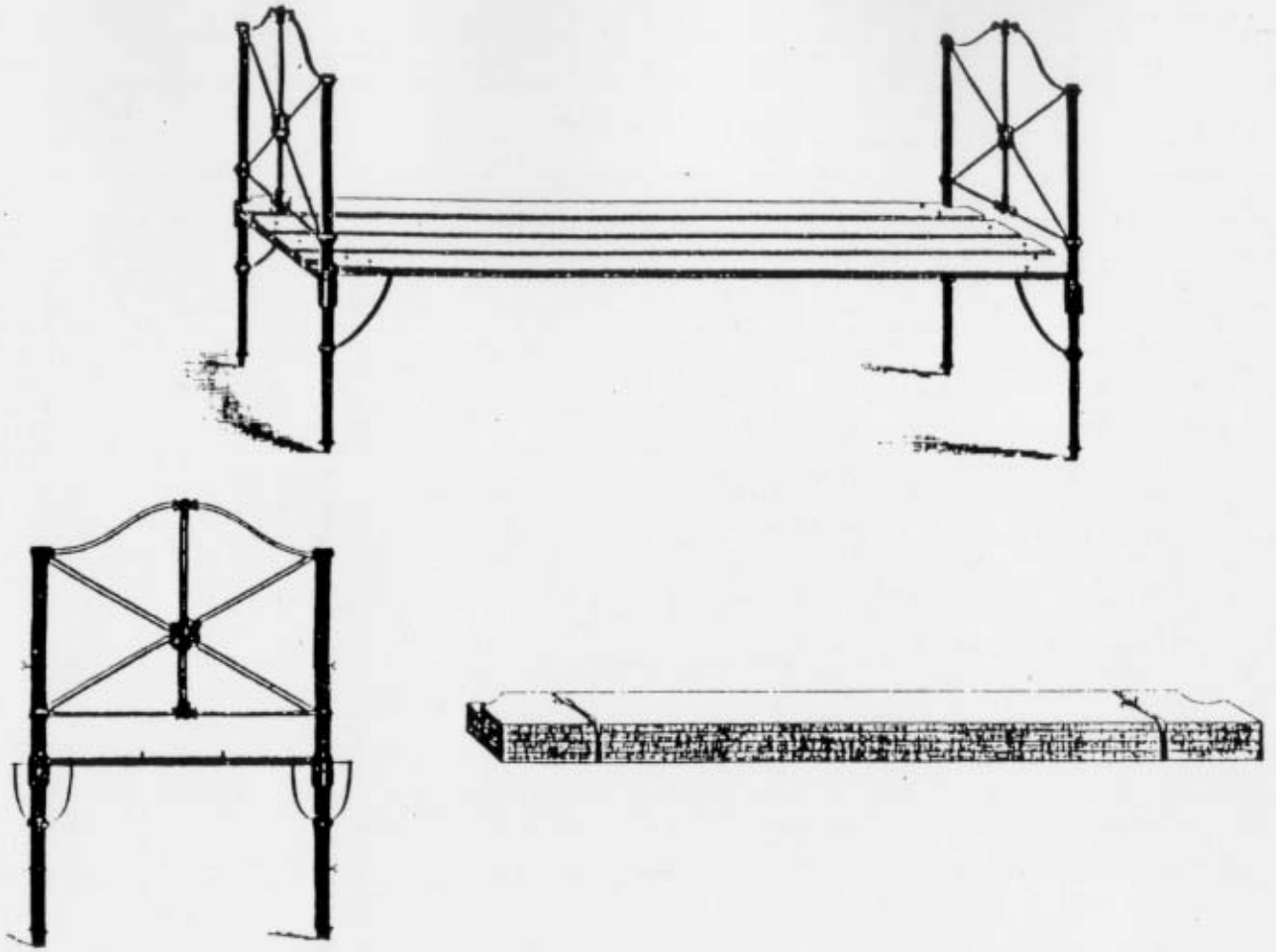
The (presumably) second flyer published by the company for No. 9. Aside from the rearrangement of the illustrations, the most noteworthy feature of this flyer was the illustration of the mosquito-bar attachment.

The first flyer published by the company for No. 10. Although this document asserts that the new design had been adopted by the War Department, that was not the case. The receipt-date stamp suggests that the department may have resumed shopping for iron bedsteads in fiscal 1880, which began shortly after the flyer was received. Since Composite held a monopoly in its price range (there is no record of Coyle's trying to market to the Army at that time), the Army may simply have had to accept Composite's new model, hang the regulations. The company obviously had no interest in producing the earlier version.

The specifications for iron bunks adopted in 1876 (from ARQMG 1877).

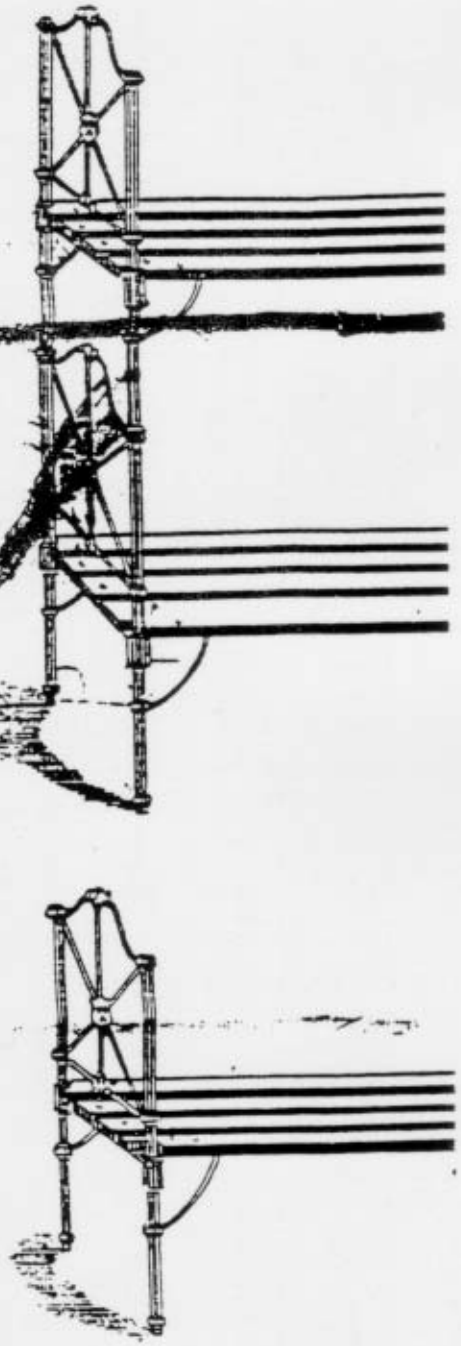
Composite Chilled Iron U. S. Army Bunk Bedstead. Patented.





Composite Iron Works Co., 109 Mercer Street, New-York.

Composite Chilled Iron U. S. A

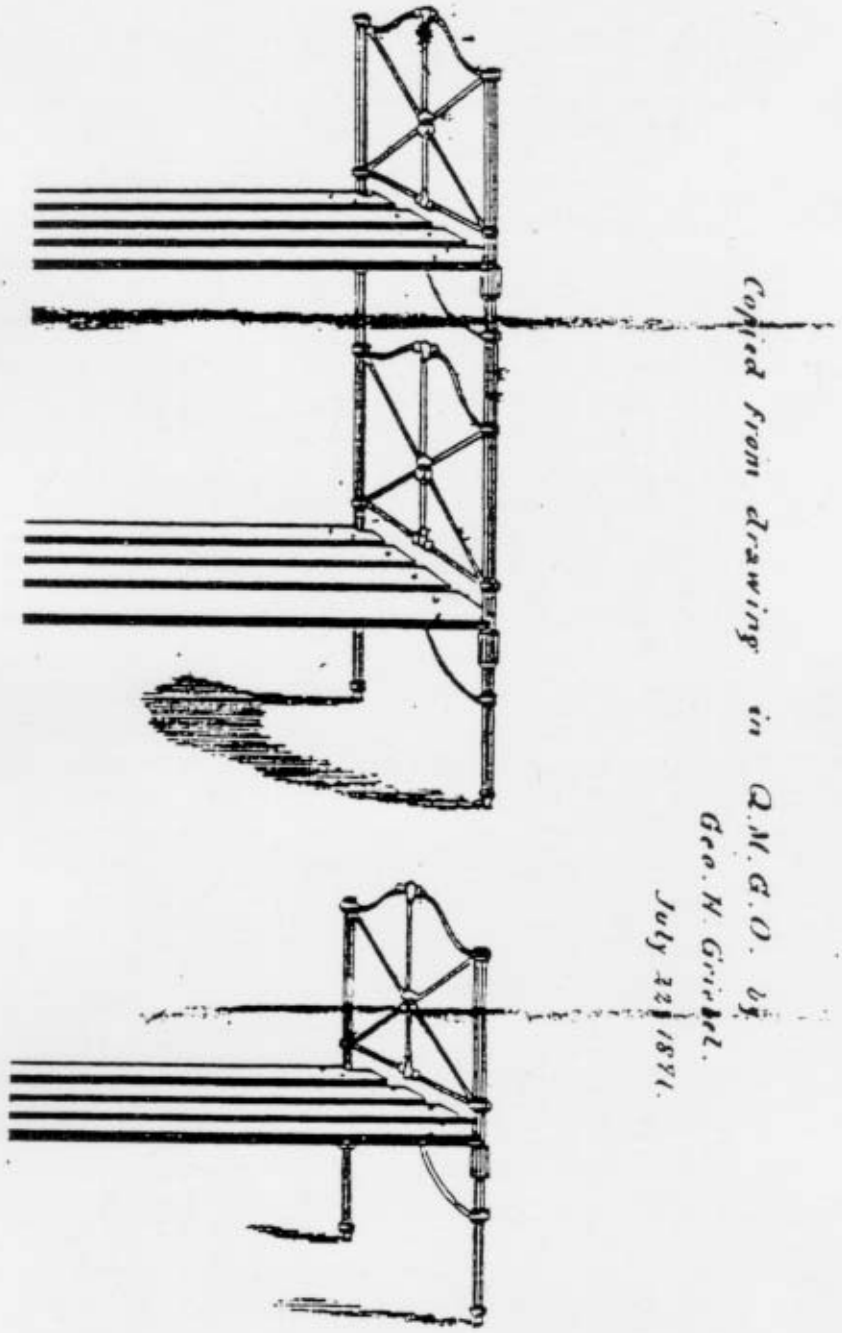


The Standards or Posts of this Bank are of Gas pipe, the bases are of wrought iron and tied together with chilled iron.

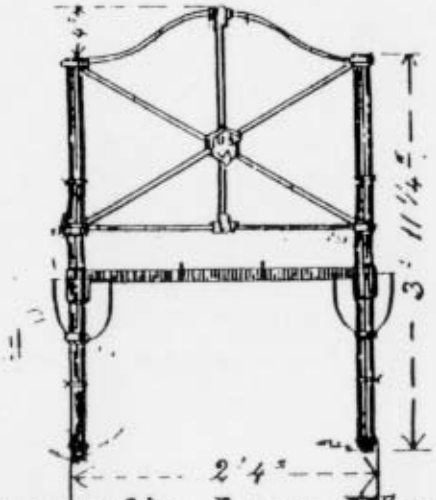
Any further information required, at any time, will be cheerfully furnished by the Company

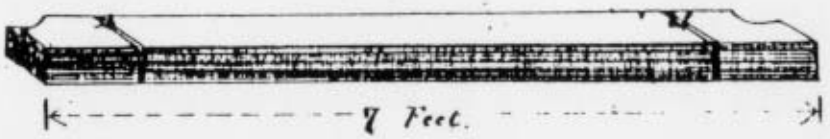
Jas. Hutchinson, Pres't.

rmy Bunk Bedstead. Patented.



Copied from drawing in Q.M.G.O. by
Geo. N. Gridley.
July 22 1871.



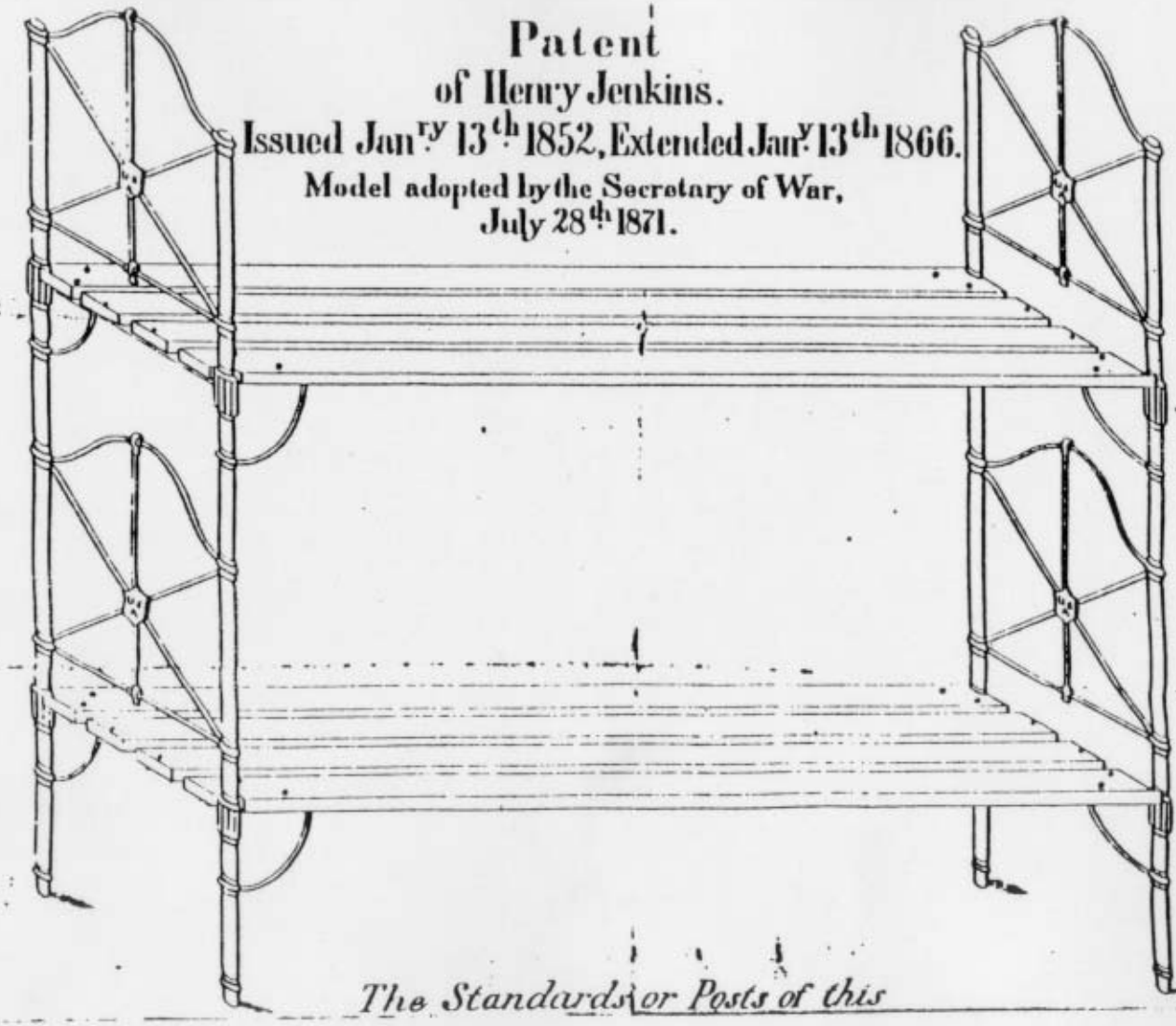


These slats are of Pine, and when dressed are about 3¾" wide and ⅞" thick

Composite Iron Works Co., 109 Hester Street, New-York.

Composite Chilled Iron U.S. Army Bunk Bedstead.

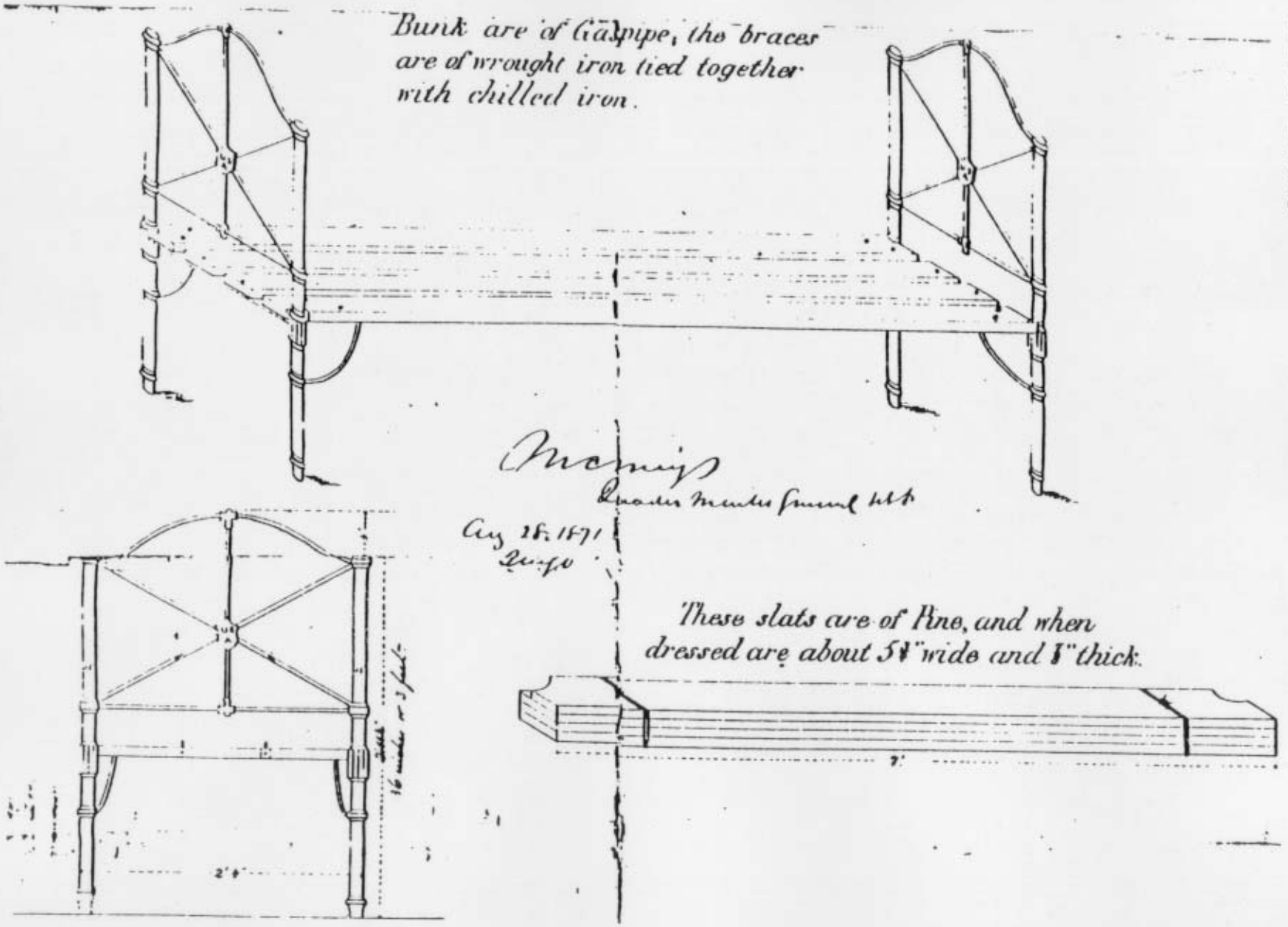
Patent
of Henry Jenkins.
Issued Jan^ry 13^th 1852, Extended Jan^y 13^th 1866.
Model adopted by the Secretary of War,
July 28^th 1871.



The Standards or Posts of this

534

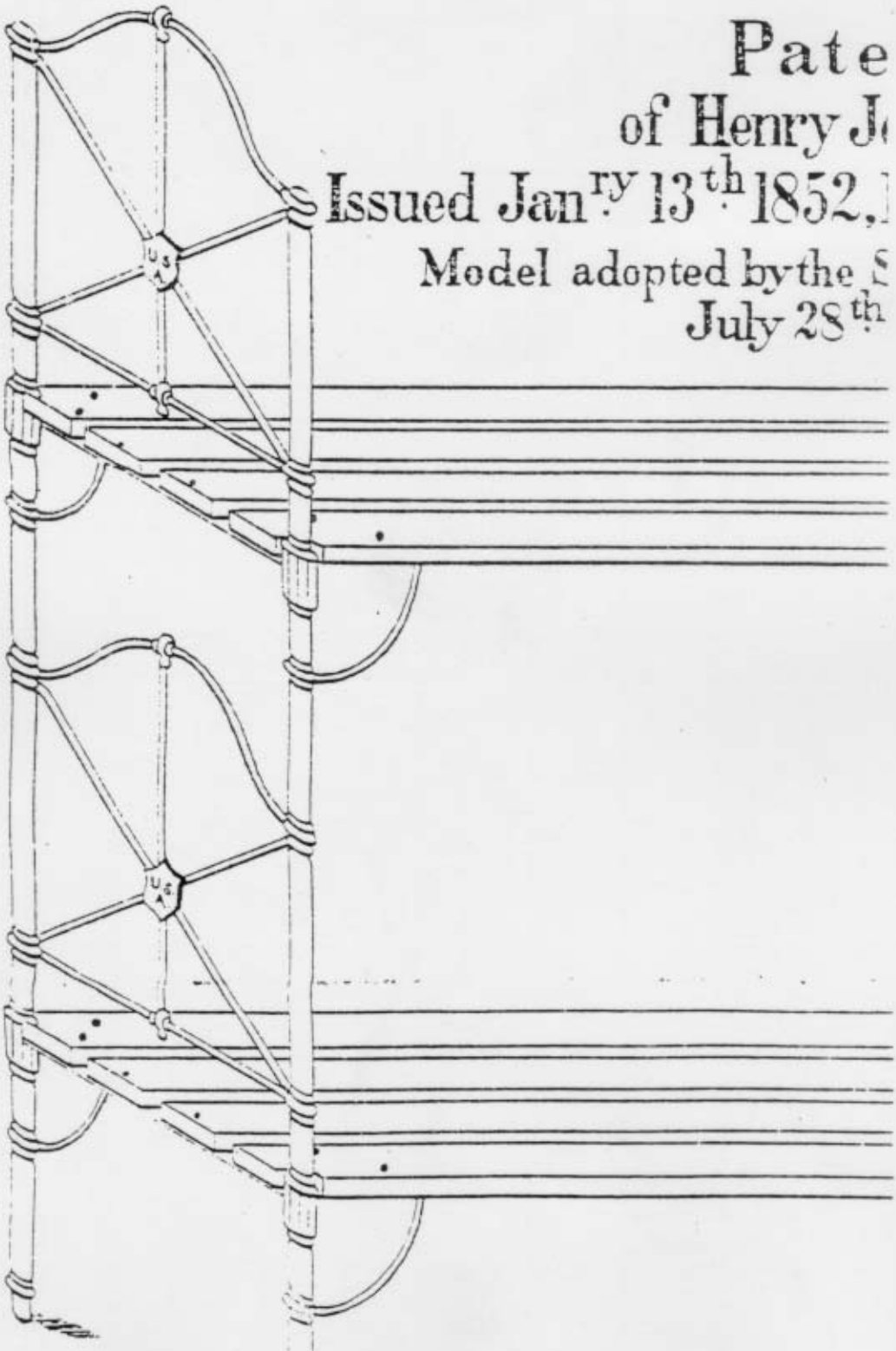
1871 Contract Drawing--Reduced


Bunk are of Gas pipe, the braces are of wrought iron tied together with chilled iron.
These slats are of Pine, and when dressed are about 5½" wide and 1" thick.

1871 Contract Drawing--Reduced

Composite Chilled Iron U.

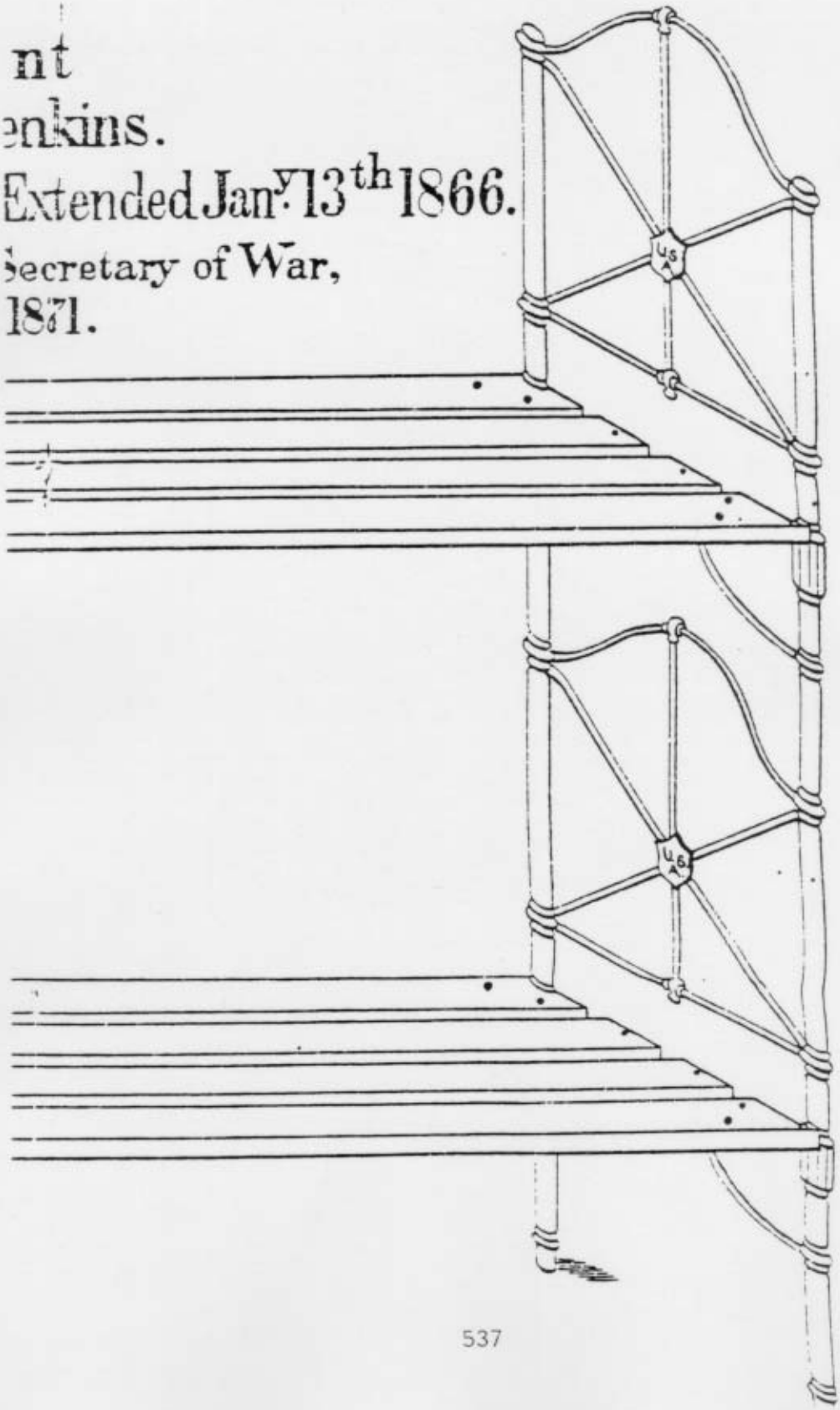
Pate
of Henry J
Issued Jan.ry 13.th 1852,
Model adopted by the
July 28.th



Contract Drawing

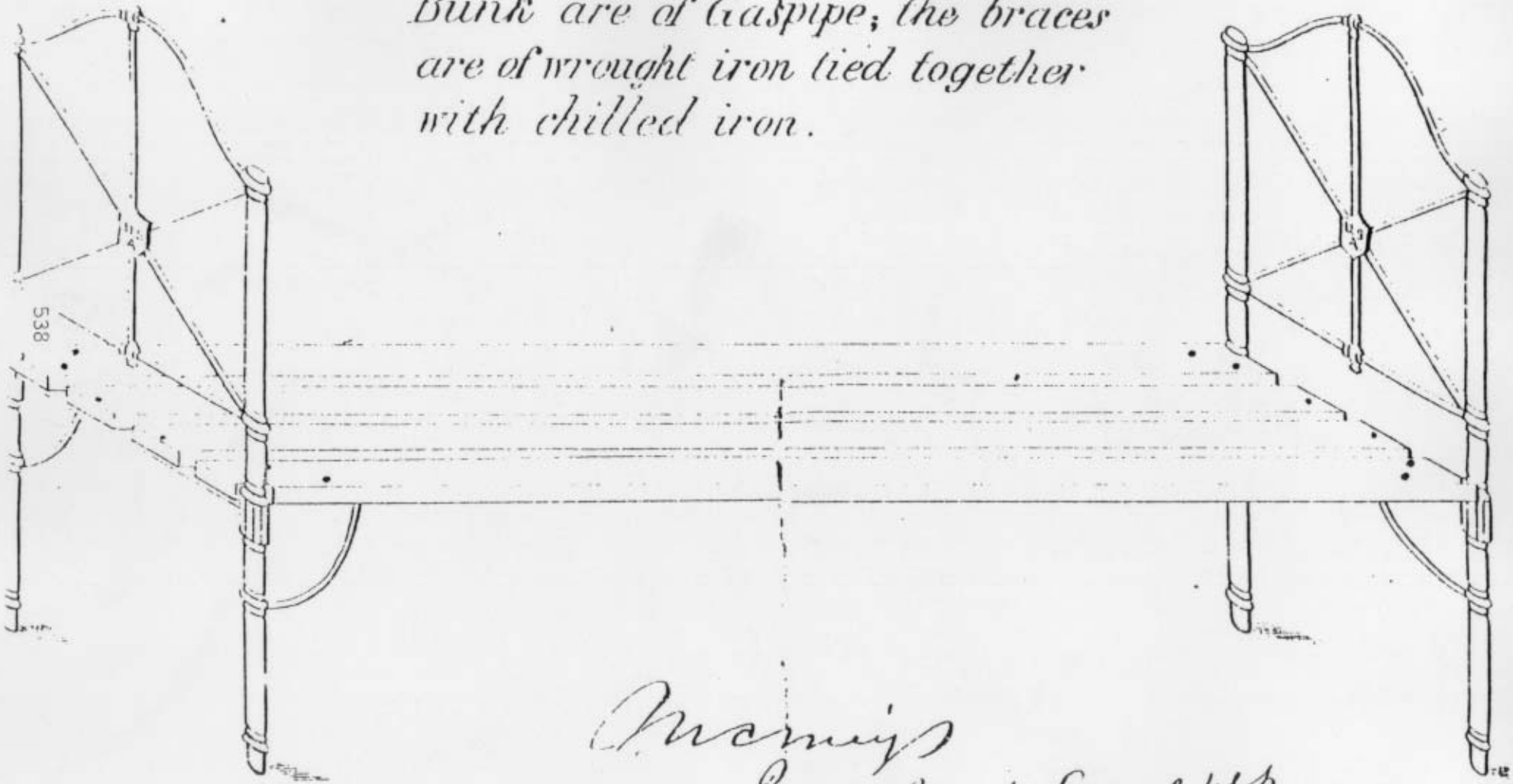
S. Army Bunk Bedstead.

nt
enkins.
Extended Jan.y 13th 1866.
Secretary of War,
1871.



Contract

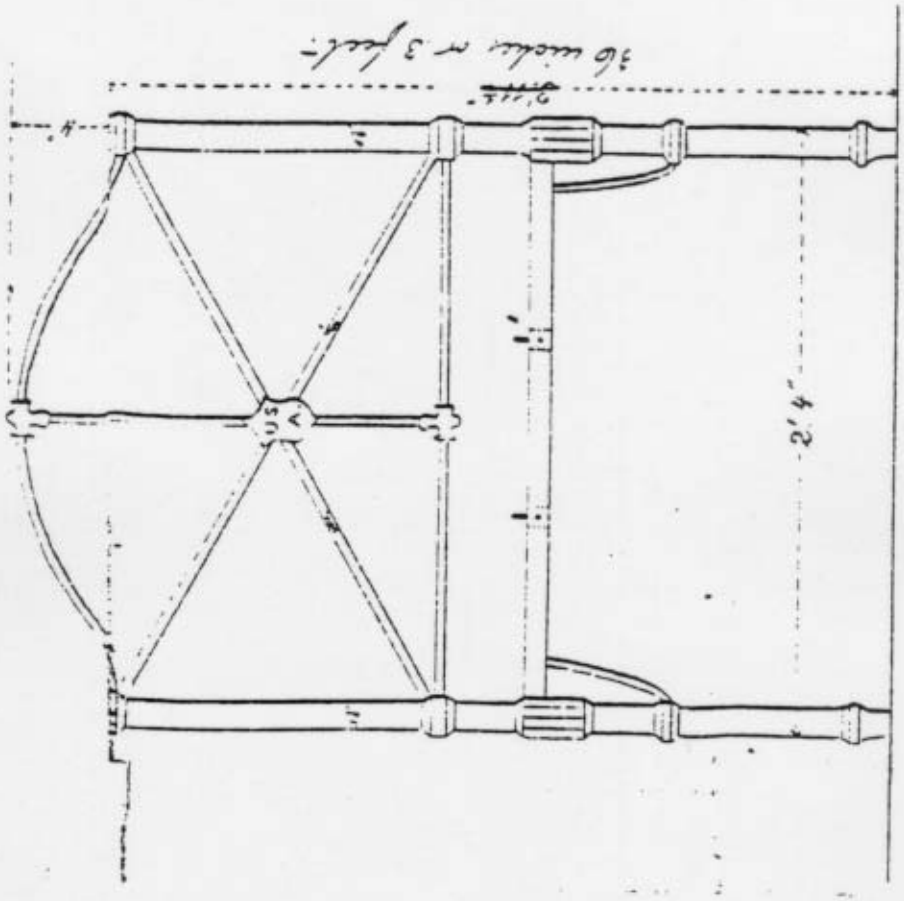
The Standards, or Posts of this Bunk are of Gaspipe; the braces are of wrought iron tied together with chilled iron.



Quarter Master General U.S.A.

Aug 28, 1871

Contract Drawing



These slats are of Pine, and when
dressed are about 5½" wide and ⅞" thick.
7'

[illegible] Proposals [illegible]

PROPOSALS FOR IRON FRAME BARRACK BUNKS.

QUARTERMASTER GENERAL'S OFFICE,
WASHINGTON, D. C., September [illegible] 1871.

Sealed proposals, in duplicate, with copy of this advertisement attached, will be received at this office until 12 o'clock noon, the 20th day of October, 1871, for the manufacture of such number, not exceeding 12,000, of Iron frame [illegible] Barrack Bunks, as may be required for the use of the United States Army during the present fiscal year, in accordance with the two patterns adopted by the War Department.

Plans and specifications of the adopted patterns may be seen at this office and at the offices of the Depot Quartermasters at New York, Philadelphia, Boston, Louisville, St. Louis, Chicago, and Pittsburg.

Proposals will state distinctly at what point the Bunks will be delivered to officers of the Quartermaster's Department for transportation; the price per bunk complete, as also for iron work complete, but without the wooden slats.

The right is reserved to reject all bids offered, as also to contract for such number of each or either pattern as may be deemed advisable by the Quartermaster General.

Each bid must be accompanied by a guarantee of at least two responsible persons, that in case the bid is accepted and a contract entered into, they will become sureties in a sum equal to one fourth of the amount of the contract for its faithful fulfillment.

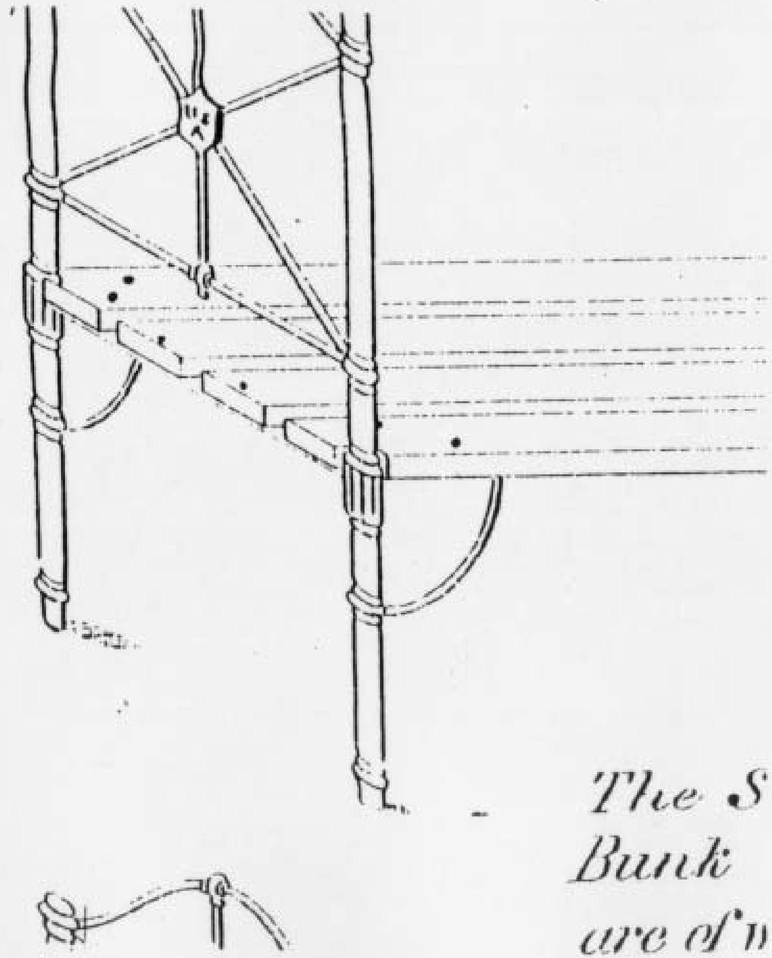
Proposals to be indorsed "Proposals for Iron frame Bunks," and addressed to the Quartermaster General of the Army, Washington, D. C.

M. C. MEIGS,
Quartermaster General, Brevet Major General.
sep20 [illegible]

NOTE.—An error in the published engraving of the Composite Iron Army Bunk having been discovered, the opening of bids above advertised for the 20th of October is postponed till the 31st of October, at 12 o'clock m., to enable bidders to substitute amended proposals.

The total length of the posts of the Bunk should be [illegible] inches—instead of [illegible] feet [illegible] inches.

M. C. MEIGS,
Quartermaster General, Brevet Major General.
oc[illegible]

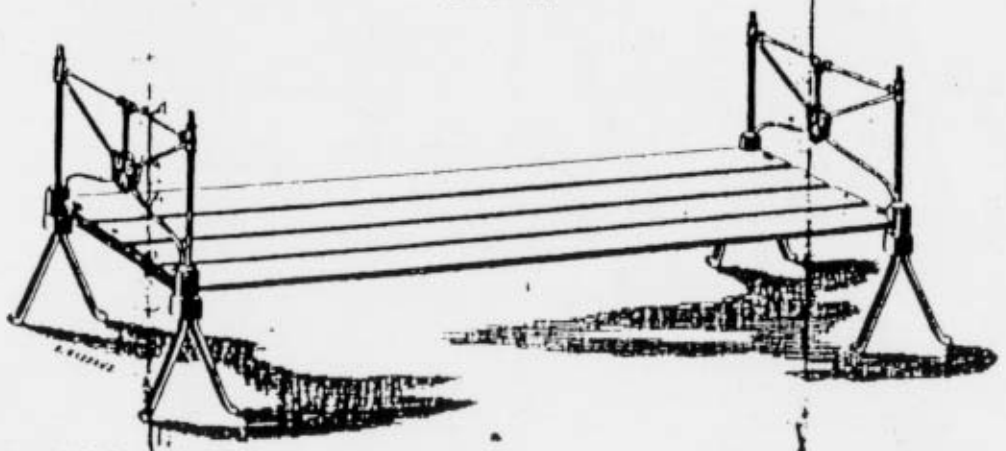


THE COMPOSITE BUNK.

Adopted by the Secretary of War, November, 1871, for Use in the Barracks of the United States Army.

PATENTED, AND DESIGN SECURED BY COPYRIGHT.

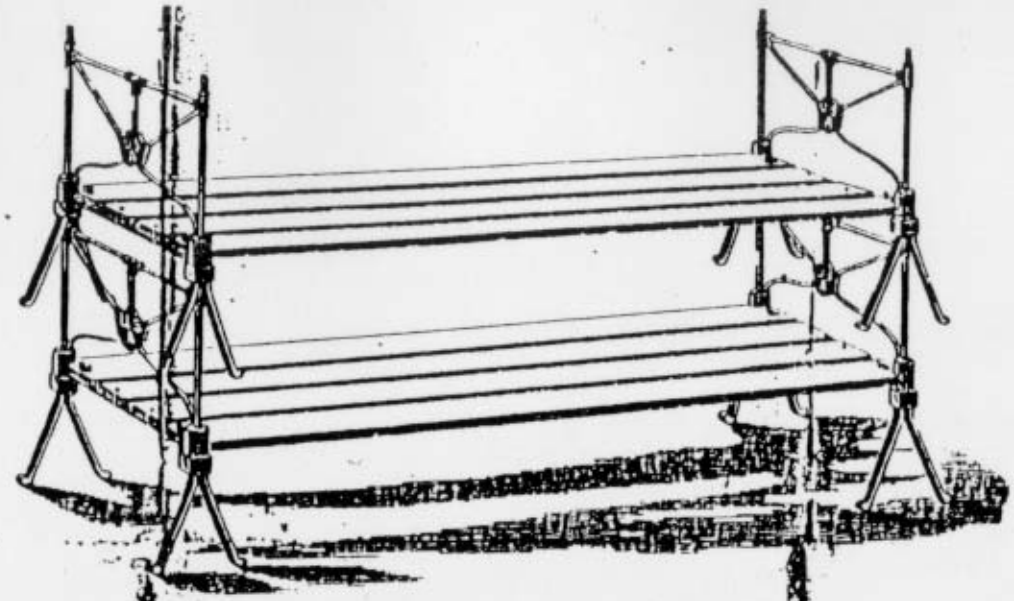
No. 9.



Width of Bunk.....2 feet 6 inches.
Length of wooden Slats....6 feet 10 inches.
Width of wooden Slats....6 inches.

The Bunk complete with four Wood Slats ready for use; the two outside Slats secured in place by Thumb Nuts.

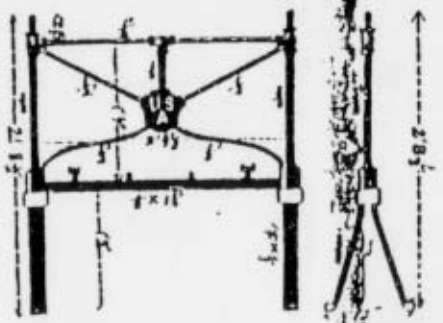
First [?] Flyer for No. 9

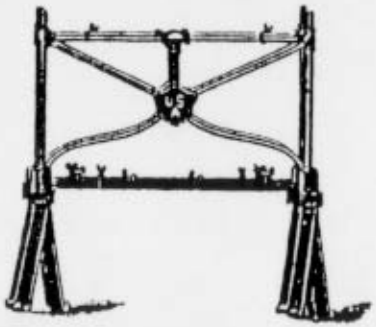


The Bunks Stacked when not in use.

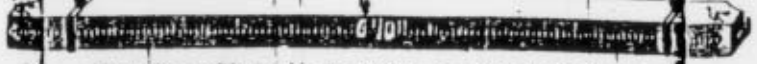
Any number of Bunks may be thus stacked and held securely in place.

Details of exact dimensions of the ends; sizes of iron used.





The two ends wired together, ready for transportation.



The four Slats in bundles for transportation.

Orders in Slats for spindles to be ⅞ in diameter. Spindles to receive the wooden slats must be 1¼ in length, and 4 in circumference

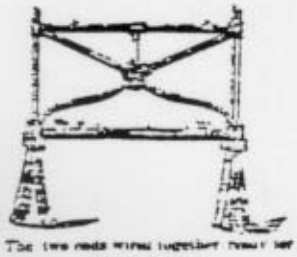
MANUFACTURED EXCLUSIVELY BY THE COMPOSITE IRON WORKS COMPANY,

Office and Warerooms, No. 109 Mercer Street, New-York.

THE COMPOSITE BUNK.

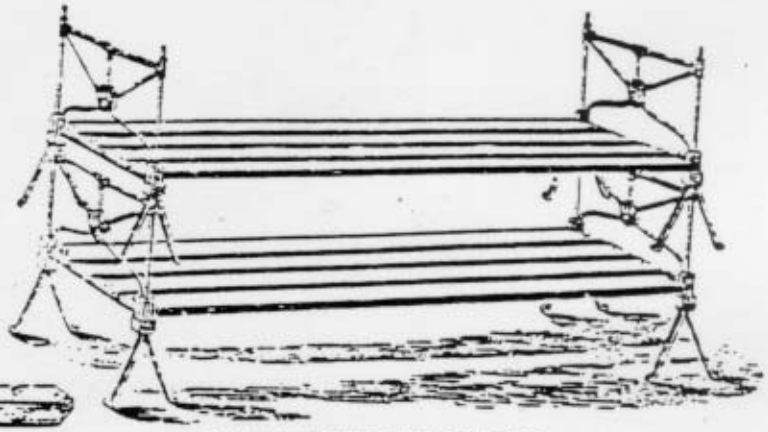
Adopted by the Secretary of War, November, 1871, for Use in the Barracks of the United States Army.

PATENTED, AND DESIGN SECURED BY COPYRIGHT.

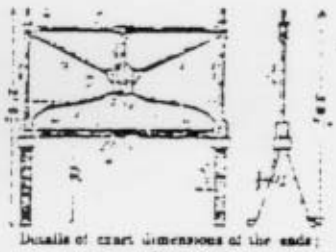


The two ends with fastenings ready for transportation.

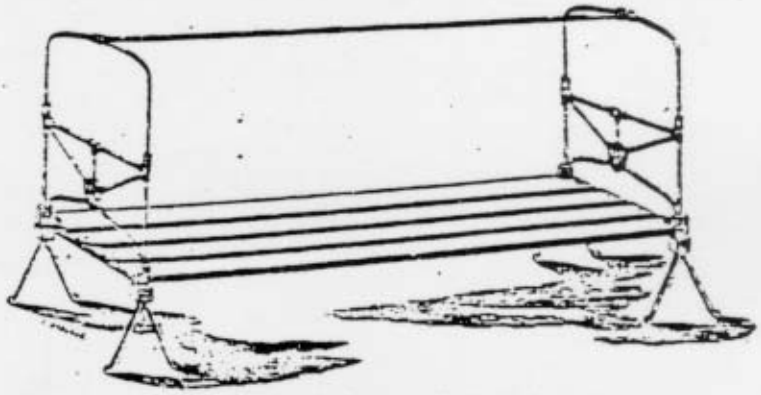
The four Slats in bundles for transportation.



The Bunks Stacked when not in use.
Any number of Bunks may be thus stacked and held securely in place.

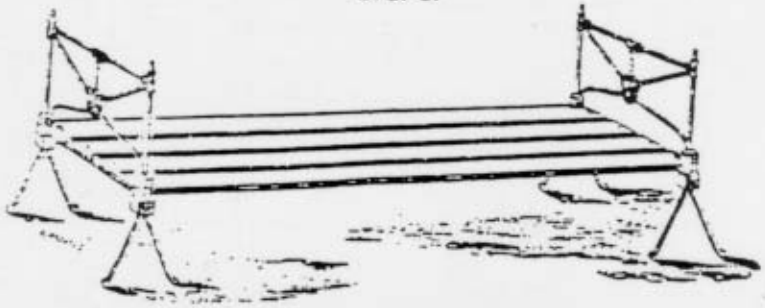


Details of exact dimensions of the ends; size of iron used.



The Bunk with Rods for Mosquito Net.
Width of Bunk, 2 ft. 6 in. Length of wooden Slats, 6 ft. 10 in. Width of wooden Slats, 6 in.

No. 9.



The Bunk complete with four Wood Slats ready for use: the two outside Slats secured in place by Thumb Nuts.
Width of Bunk, 2 ft. 6 in. Length of wooden Slats, 6 ft. 10 in. Width of wooden Slats, 6 in.

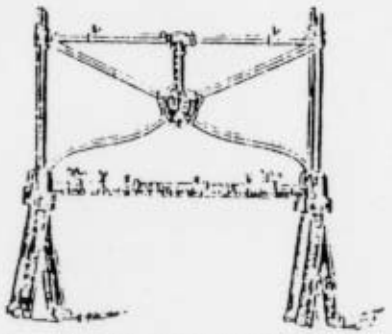
MANUFACTURED EXCLUSIVELY BY THE COMPOSITE IRON WORKS COMPANY,

Office and Warerooms, No. 109 Mercer Street, New-York.

THE COMPOSITE BUNK.

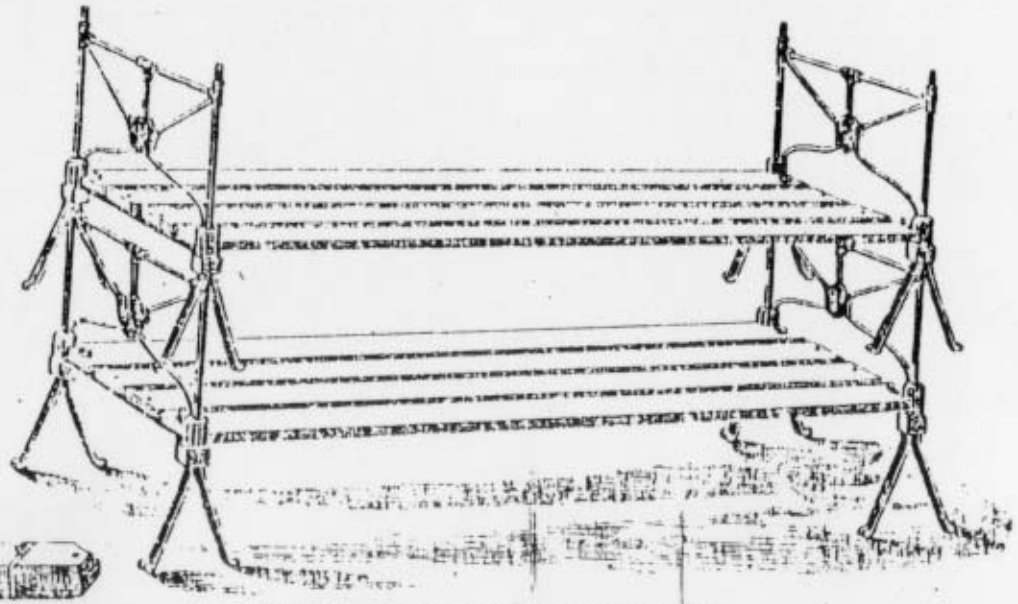
Adopted by the Secretary of War, November, 1871, for Use in the Barracks of the United States Army.

PATENTED, AND DESIGN SECURED BY COPYRIGHT.

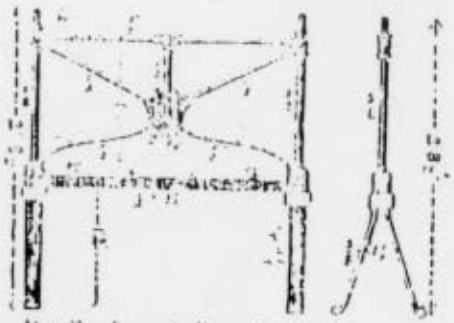


The two ends wired together ready for transportation

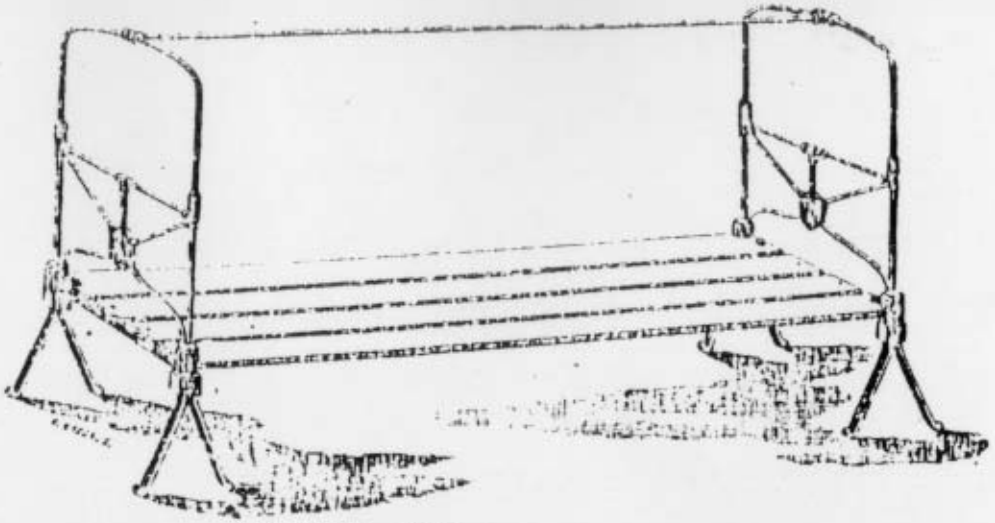
The four Slats in bundles for transportation.



The Bunks Stacked when not in use.
Any number of Bunks may be thus stacked and held securely in place.



Details of exact dimensions of the rods, sizes of iron used.



The Bunk with Rods for Mosquito Net.
Width of Bunk, 2 ft. 6 in. Length of wooden Slats, 6 ft. 10 in. Width of wooden Slats, 6 in.

No. 9.

The Bunk complete with four Wood Slats ready for use; the two outside Slats secured in place by Thumb Nuts.
Width of Bunk, 2 ft. 6 in. Length of wooden Slats, 6 ft. 10 in. Width of wooden Slats, 6 in.

MANUFACTURED EXCLUSIVELY BY THE COMPOSITE IRON WORKS COMPANY,

Office and Warerooms, No. 109 Mercer Street, New-York.

THE COMPOSITE BUNK.

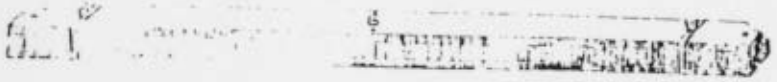
Adopted by the War Department, 1873, for Use in the Barracks of the United States Army.

PATENTED, AND DESIGN SECURED BY COPYRIGHT.

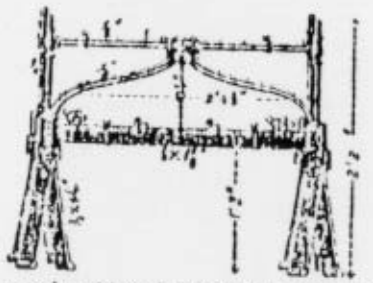
No. 10.

The Bunks Stacked when not in use.

Any number of Bunks may be thus stacked and held securely in place.



The four Wood Slats in bundles for transportation.



The two ends put together ready for transportation and details of exact dimensions.

Width of Bunk, 2 ft. 6 in. Length of Slats, 6 ft. 8 in. Width of Slats, 6 in. Thickness, 1 in.

MANUFACTURED EXCLUSIVELY BY THE COMPOSITE IRON WORKS COMPANY,

Office and Warerooms, No. 109 Mercer Street, New York.

SPECIFICATIONS FOR IRON BUNKS.

[p. 269]

To consist of two trestles, one for the head, the other for the foot, made of the best quality American wrought iron, and painted.

Each trestle to have four (4) legs, two on each side, made of wrought-iron bars one and one-fourth (1¼) inch wide, three-eighths (⅜) of an inch thick, and one (1) foot long, slightly turned up on the bottom.

The two legs on the same side are, at the top, firmly united in a solid iron socket two and one-half (2½) inches long, one and three-fourths (1¾) inch broad, one and one-half (1½) inch high, diverging at right angles with the body of the trestle toward the bottom to a distance of from ten (10") to twelve (12) inches.

The same sockets hold also the cross-piece, an iron bar one and one-fourth (1¼) inch wide, one-half (½) inch thick, and two (2) feet two (2) inches long in the clear. Strongly riveted to this cross-piece are four upright iron pins one half (½) inch thick and about one and one-half (1½) inch high, at equal distances from each other, to receive and hold the slats. The two outer pins have screw-threads with corresponding thumb-nuts for the better security of the slats. On the top of the socket that connects the cross-piece with the legs is another socket, octagonal, two and one-half (2½) inches high and two (2) inches in diameter, to hold the upper frame; the latter, consisting of

two (2) upright iron rods five-eighths (⅝) of an inch thick and about seventeen (17) inches high, an iron rod one-half (½) inch thick across the top of the two uprights, and four iron braces, one-half (½) inch rods, running diagonally from the four corners of the upper frame and meeting at center in an ornamented iron shield with the letters U. S. A. The two braces running from the upper corners down toward the center are straight; the lower ones are bent thus: ⎯⎯ ⎯⎯. All the rods forming the upper frame are connected with neatly-turned iron sockets. There are to each bunk four slats, made of pine, ash, oak, or maple wood, about six (6) feet ten (10) inches long, six (6) inches wide, the two outside ones one (1) inch, and the two inside ones three-quarters (¾) of an inch thick. At a distance of one and three-quarters (1¾) inch from each end of the slats are holes of sufficient diameter to admit the slat pins.

Adopted May 31, 1870.

M. C. MEIGS,
Quartermaster-General, Brt. Major-General, U. S. A.

[Note that this does not provide for the top-center bracing rod shown in the drawings of "No. 9."]

APPENDIX H
THE COYLE BUNK

The Coyle, or "Coyle Army" bunk was the last model adopted for barracks before 1880. Coyle devised it as a variation on his patented bedstead of 1872, and in 1874 offered to provide his bunk to the Army at a price far lower than that demanded by Composite for its model. Meigs determined to give it a test, and asked Coyle to submit drawings and technical specifications. Using those, the Quartermaster Department gained authority to purchase 200 test models in the fall of 1874, which it distributed to 20 posts in December. In the spring of 1876 a board of officers recommended the adoption of the Coyle bunk with only one alteration--the addition of a footboard matching the headboard. With that change, the bunk was admitted to future contract competitions in 1876, and in 1878 specifications were published (which again suggests that purchases of bunks were about to resume). But although the test models were received with remarkable enthusiasm, and universally preferred to the other bunks in use, there is no record that any but the first 200 appeared in barracks.

The material in this appendix documents the Coyle bunk (all except the 1878 specifications from QMConFile--Bunks, RG92) and is presented in order:

1872, Coyle's patent. Although this model was not adopted by the army, it provided the essential foundation for the one actually adopted.
1874, ink-on-linen drawing of the bunk prepared by Coyle for the Quartermaster Department. This shows the bunk as tested. (Note--there was no figure 4, merely a slip in numbering.)
1874, printed copy, with interlineation, of specifications prepared by Coyle at the request of Meigs. This also shows the bunk as tested.
1878, specifications (ARQMG 1878.). This shows the bunk as adopted.

1872, Patent

UNITED STATES PATENT OFFICE.

HUGH B. COYLE, OF PHILADELPHIA, PENNSYLVANIA.

IMPROVEMENT IN BEDSTEADS.

Specification forming part of Letters Patent No. 127,312, dated May 28, 1872.

Specification describing an Improved Bedstead, invented by HUGH B. COYLE, of Philadelphia, Pennsylvania.

My invention relates to the construction and arrangement of the different parts of a portable bedstead constructed of iron pipe, and the sacking bottom attached thereto, whereby the same can be readily put together and taken apart, and folded or rolled up in such sacking bottom, the object of my said invention being to construct a cheap and durable bedstead, and one which can be made to occupy an extremely small space when not in use.

Figure 1 is a perspective view of the bedstead when set up ready for use. Fig. 2 shows the same when folded or rolled in the sacking bottom.

A A A A are the side and end rails or rods of the bedstead. These rails or rods consist of sections of iron pipe, with a socket screwed on each end of each rail or rod. A sacking bottom, B, is attached to the said side rails or rods, the side edges of the canvas of such sacking bottom being turned over and sewed down and the rails or rods passed through the hem or fold thus made in the side edges of said sacking bottom to receive said side rails or rods. The rods are further fastened by cords well drawn over the sacking bottom and tightly wound round said rods and said sacking bottom at the corners, whereby the said sacking bottom is firmly secured and kept in place on said rods, but can be removed if required by loosing the said cords and unscrewing the said socket on one end of said side rail, so that it may be drawn out of the said sacking bottom; but as there are other methods of fastening the said sacking bottom to said side rods or rails, such as using a set of rivets, hooks or other devices of a like nature for that purpose, I desire to secure to myself the attaching of said side rails or rods to said sacking bottom, either detachable, or otherwise, without confining myself to the method thereof. B is the sacking bottom, made of the fibrous vegetable material commonly used for such purpose, and having the sides folded and stitched, to allow of the side rails or rods A A passing through the hems or folds thus made, as above described; but any bed-bottom which can be rolled up and attached to the said side rails or rods will answer the same purpose. C C C C are the T-sockets, with apertures of proper size to allow the posts D D D D to be passed through the portion which has a full opening through it, being left open for the said posts, the other sockets having the ends of the rails or rods A A A A screwed into them. D D D D are the four posts, each being a section of iron pipe of a proper size to pass through one of the sockets C C C C, and having a shoulder consisting of a pin set in it, or a ring, E E E E, permanently fastened upon it to receive and sustain the sockets at the ends of the rods or rails A A A A. F is the head-board, which is a plain oblong board, having a socket composed of straps, staples, or other devices made to fit the posts D D, so that it can be slipped over two of them at either end, and kept in such position attached thereto.

This bedstead is put together or set up ready for use by slipping the sockets at the ends of the rails over and along the upper portion of the posts D D D D until the same rest on the shoulder made by the pin or ring E. The sockets of the end rails should be in contact with said shoulder, the side-rails bearing upon them, the whole being kept in proper shape by the sacking bottom B. It is obvious that, to detach the parts, you have only to slip off the head-board and draw the said posts D D D D out of the sockets, when the parts separate and can be folded or rolled in the sacking bottom, and thus made to occupy the smallest possible space. By this arrangement portability, convenience, and economy of space and cost are effectually secured.

What I claim as my invention, and desire to secure by Letters Patent of the United States, is—

The combination of the side and end rails A A A A with their T-sockets C C C C, posts D D D D, and sacking bottom B, constructed, arranged, and operated as described, and for the purposes set forth.

HUGH B. COYLE.

Witnesses:
JAMES I. ALLISON,
ANDREW FRENCH.

1872, Patent

H. B. COYLE.

Improvement in Bedsteads.

No. 127,312. Patented May 28, 1872.

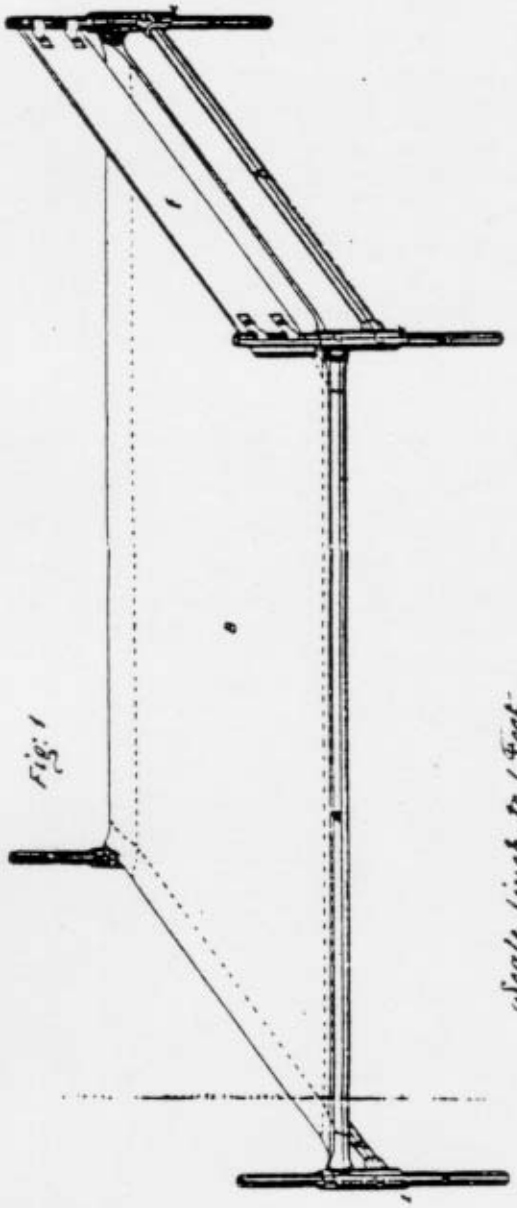


Fig. 1

Scale 1 inch to 1 Foot

Fig. 2

Witnesses

James T. Allison

And Crew & Church

Inventor

Hugh B Coyle

1874, Drawing

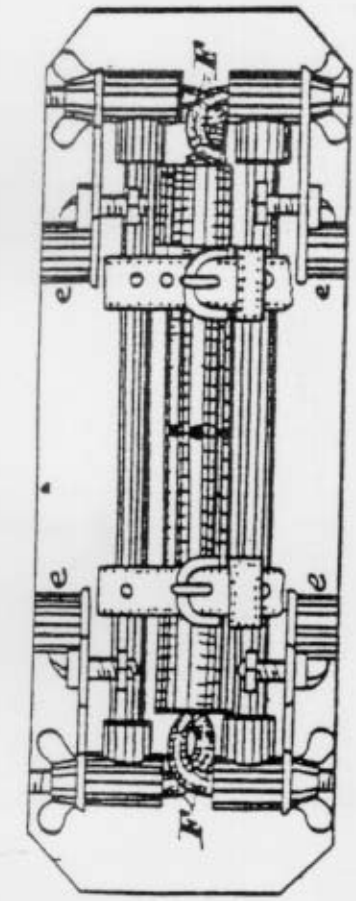


Fig.3

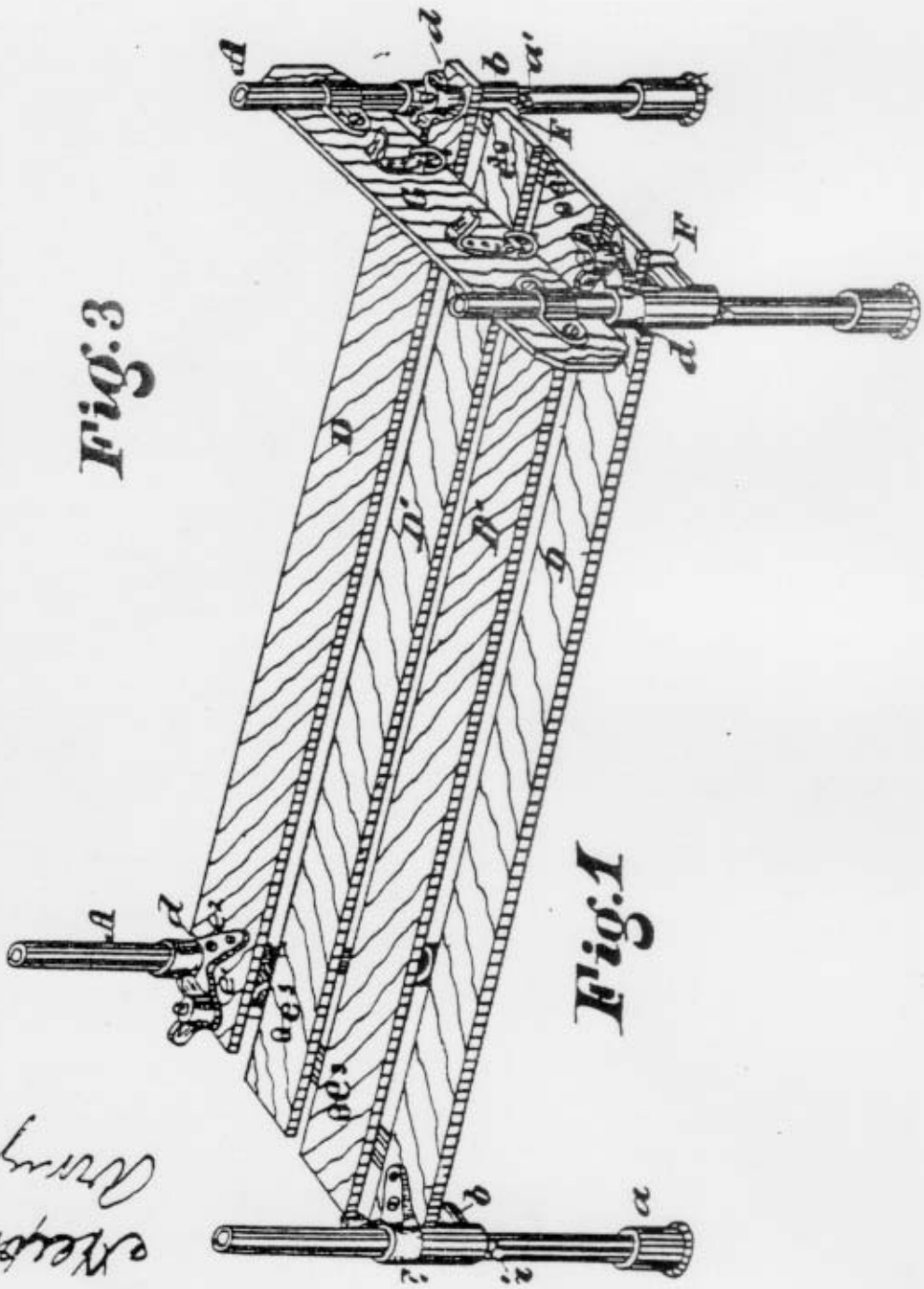


Fig.1

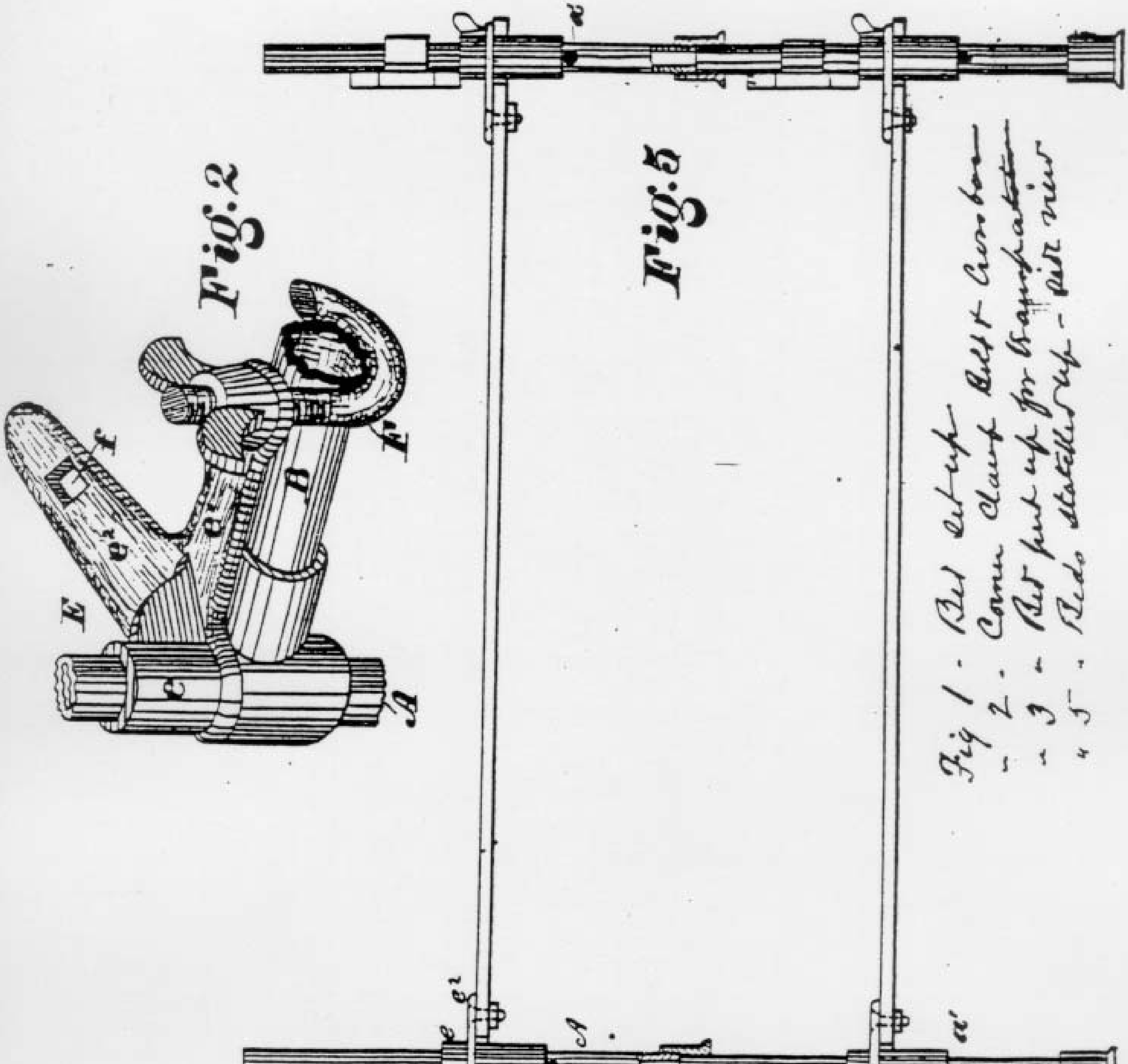
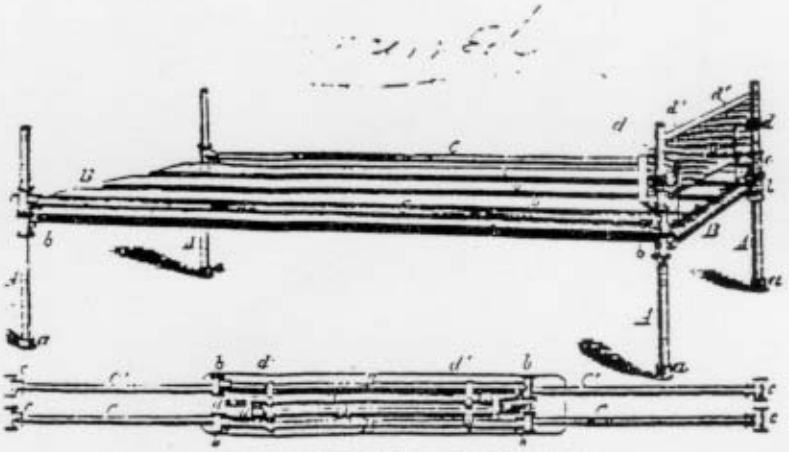


Fig.2
Fig.5
Fig 1 - Bed set up
" 2 - Corner Clamp Bolt & Crossbar
" 3 - Bed put up for transportation
" 5 - Beds stretched up - side view



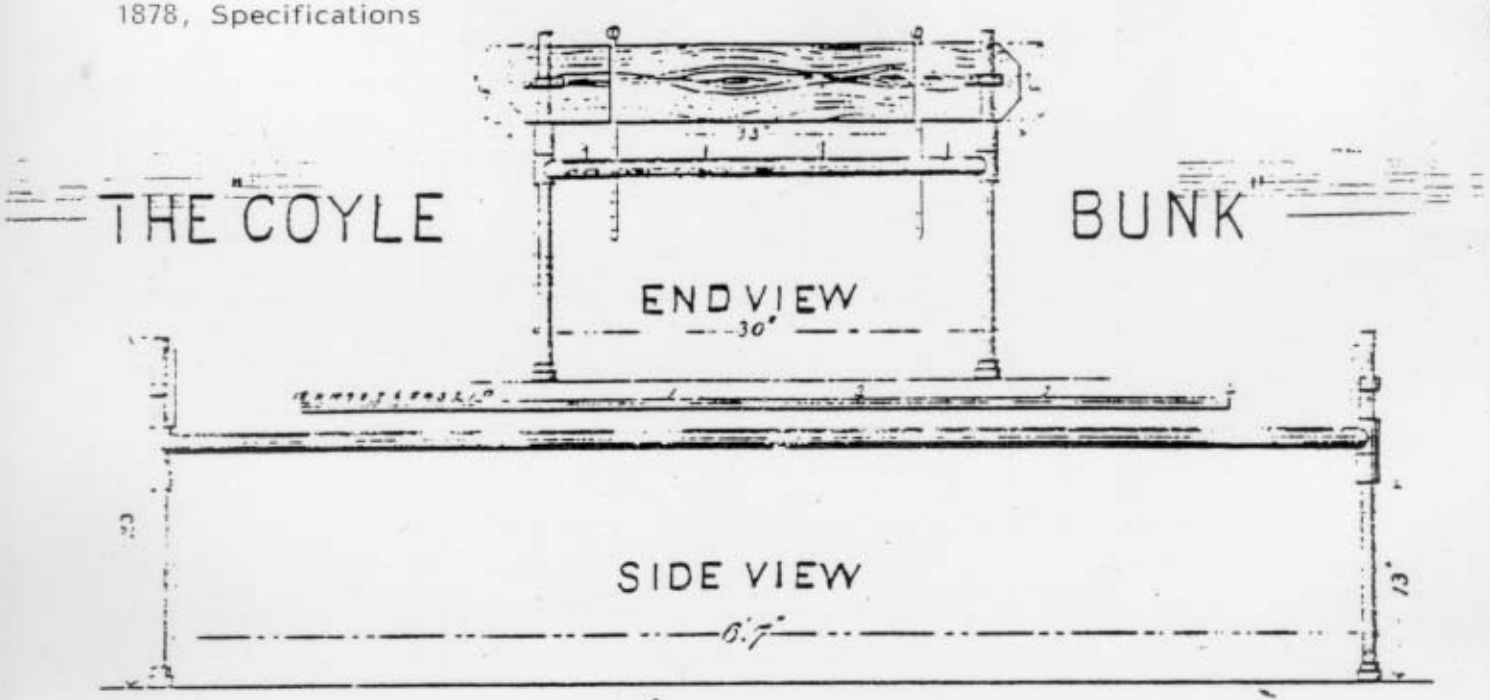
SPECIFICATIONS
OF
H. B. COYLE'S IRON BUNK.

Each Bunk has four legs, two end and two side rails, of galvanized iron piping. The legs are of ¾ inch pipe, twenty-three inches long, inclusive of feet, which form sockets for stacking. The side and end rails are furnished at each extremity with T couplings having a ¾ inch bore for the passage of the legs. The legs are each at a distance of 13 inches from their lower extremity, furnished with a pin on which the couplings of the end rails rest—the couplings of the side rails resting upon the latter. Each end rail is provided with four staples, in the long, for securing slats that may be employed. A head-board [illegible] inches long, 5 inches wide and ½ inch thick, is provided, held in place by staples, and furnished with straps 15 inches long, to bind around the rails when packed for transportation.

In the accompanying drawing, *A A A A* are the legs, having each feet *a a*, &c. and pins *a' a'*. *B B* are the end rails, having T couplings *b b b b* and pins *b' b'*, &c. *C C* are the side rails, having also T couplings *c c c c*. *D* is the head-board, having staples *d d* and straps *d' d'*.

The bed is put up by first passing the legs through the couplings of the end rails. The couplings of the side rails are then slipped over the legs until they rest on the couplings of the end rails, the latter resting upon the pins *b' b'* &c. The frame is then in position for the reception of any slats that may be placed in position, the pins *b' b'* &c., passing through suitable openings in said slats.

The head-board is applied by slipping its staples over the upper ends of two of the legs. The bed is taken down by lifting off the slats, removing the head-board and withdrawing the legs from the couplings of the side and end rails. The Bunk may be packed for transportation by laying the piping composing it upon the head-board, and encircling them with the straps, which when buckled will hold the parts compactly together.



Specifications.

To be made of galvanized iron pipe, and to consist of the following parts: Four legs of 1/2 inch pipe, each twenty-three (23) inches long, inclusive of feet which form sockets for stacking. Two side rails of 3/4 inch pipe, each six (6) feet and seven (7) inches long, and furnished at each end with a T coupling of 7/8 inch bore to admit the legs. Two end rails of 3/4 inch pipe each two (2) feet and six (6) inches long, and furnished at the ends with T couplings same as side rails. Each leg to have, at about thirteen (13) inches from its base a small stud projecting about 3/16 of an inch, to support the couplings of end rails. The upper side of each end rail to be provided with four (4) studs or pins about one inch high to hold the slats. Two (2) end boards of half inch poplar, thirty-three (33) inches long and five (5) inches wide, corners beveled, each to be provided with two (2) flat galvanized iron staples to slip over the legs and hold in place. The end boards to be provided also with small leather straps and buckles (as on sample) for use in packing bunk for shipment.

Four Slats similar to those on the "Composite" Standard bunk.

War Department
Quartermaster Generals Office.
Washington, D.C.
Adopted April 11. 1878.

M. C. Meigs

Quartermaster General
Bvt Major General U.S.A.

APPENDIX I
SPECIFICATIONS FOR BEDDING

Materials required for one "Infantry bedsack, double," 1839 and 1840--

4-1/4 yards 7-8 drilling

4-1/4 yards 3-4 drilling

3 skeins thread

1 yard binding

Bedsacks, per estimates to the close of 1838, and also per statements furnished to the Secretary of War, require materials differing from the above, viz: Bedsack, double--8-1/4 yard 7-8 drilling; 3 skeins thread; and 1 yard binding.

--ARComGenPur 1839, 299.

Civil War--Bed Sacks: cotton or linen drilling, of good quality, weighing 4 ounces to the yard; double bed sacks 72 inches long and 48 inches broad, the single bed sacks to have the same length but only 42 inches broad, each to have opening in center, 18 inches long to be tied together with 4 strings of tape each 3/4 of an inch wide and nine (9) inches long. The end pieces to be six (6) inches wide.

--"Undated Quartermaster Department specification of the Civil War period" (1864), quoted in Chappell, "Barracks Furnishings," 23.

Civil War, mosquito bar--To be made of either cotton or linen of good quality. Double bars-72 inches long 60 inches wide. Single bars--72 inches long 30 inches wide 4-1/2 feet in height. Have a loop of white tape 4 inches long strongly sewed on all upper four corners. Double bar

to have two additional loops of tape of same length 1/2 way between corner loops on each side.

--"Undated Civil War manual of Civil War period" (1864), quoted in Kummerow and Brown, Enlisted Barracks at Fort Snelling, 15.

1875, pillow sack--To meet a want felt in the Army, the Secretary of War, on 18th September 1875, on recommendation of the Acting Quartermaster General, authorized issue of pillow-sacks to the troops. They are made from a very large stock of shelter-tents in store. Their issue has made it necessary to increase the monthly allowance of straw to enlisted men [by four pounds].

--ARQMG 1876, 126.

WAR DEPARTMENT,
QUARTERMASTER GENERAL'S OFFICE.

SPECIFICATIONS FOR MOSQUITO BARS.

Material.

To be made of cotton or linen mosquito netting and white cotton tape, equal in quality to the same materials in the standard sample.

Dimensions.

Seven (7) feet long, two (2) feet eight (8) inches wide, and five (5) feet eight (8) inches high.

To be bound around top and down the four corners with white tape, and to have two (2) strings (white tape) nine (9) inches long, strongly sewed on each of the four (4) upper corners, and to conform in all respects to the standard sample.

Adopted March 12, 1879.

M. C. MEIGS,
Quartermaster-General, Brt. Major-General, U. S. A.

REPORT OF THE SECRETARY OF WAR.

WAR DEPARTMENT,
QUARTERMASTER-GENERAL'S OFFICE.

SPECIFICATIONS FOR BED SACKS.

Material.—To be made of cotton or linen drilling, or seven (7) ounce cotton duck of good quality.

Size.—Length, six (6) feet ten (10) inches; width, thirty-one and one-quarter (31¼) inches (measurements from corner to corner when filled); depth four and one-half (4½) inches.

Opening.—To have an opening or fly in the center nineteen (19) inches in length, with one (1) by one and a quarter (1¼) inch stay piece at each end; opening fastened with four (4) strings of three-quarter (¾) inch tape, placed equidistant from each end.

Finish.—All seams to be double; ends cut square; openings, button-hole stitched at each end.

Adopted March 12, 1879.

M. C. MEIGS,
Quartermaster-General, Brt. Major-General, U. S. A.

WAR DEPARTMENT,
QUARTERMASTER-GENERAL'S OFFICE.

SPECIFICATIONS FOR PILLOW SACKS.

Material.

To be made of cotton or linen drilling, or seven (7) ounce cotton duck of good quality.

Dimensions.

Length, when filled, twenty-seven and one-half (27½) inches; width, when filled, seventeen (17) inches; depth, when filled, three and three-fourths (3¾) to four (4) inches. Measurements to be made from corner to corner.

To have an opening or fly in the seam in upper side seven (7) inches long, to be fastened with two (2) strings of three-quarter (¾) inch cotton tape. Ends of opening to be properly stayed with button-hole stitch.

Ends of sack to be cut square.

Adopted March 12, 1879.

M. C. MEIGS,
Quartermaster-General, Brt. Major-General, U. S. A.

Reproduced from the Fort Davis "Historic Structure Report," origins not identified